Business, Enterprise and Energy Directorate
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The Scottish Government

Mr Nick Horler
Chief Executive Officer
Scottish Power Transmission Ltd.
1 Atlantic Quay
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Your ref: BDRB/O421

6 January 2010

Dear Mr Horler,

ELECTRICITY ACT 1989 AND TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
OVERHEAD TRANSMISSION LINE FROM WHARRY BURN, DUNBLANE TO DUNIPACE, DENNY
SP TRANSMISSION LTD

Application

I refer to the application, made on behalf of SP Transmission Limited, dated and received on 28 September 2005 for –

(i) consent under section 37 of the Electricity Act 1989 ("the Electricty Act") to install, and keep installed, above ground an overhead electricity transmission line over 20.2km from the Wharry Burn, near Dunblane, to the proposed substation north east of Dunipace, Denny, as described in that letter and accompanying documents, and

(ii) a direction under section 57(2) of the Town and Country Planning (Scotland) Act 1997 ("the Planning Act") that planning permission be deemed to be granted in respect of that overhead electricity transmission line and any ancillary developments.

Beauly – Denny line

On the same day, the Scottish Ministers also received an application for consent under section 37 of the Electricity Act and a grant of deemed planning permission under section 57(2) of the Planning Act in respect of the related proposed overhead electricity transmission line extending 200.1km from Beauly substation to Wharry Burn, near Dunblane ("the northern section"). The Scottish Ministers note that these applications form two parts of a proposal to install a double circuit 400 kV overhead transmission line from Beauly to Denny. The new line would replace an existing 132 kV line: one circuit to operate at 400 kV to provide a high capacity circuit between Beauly and Denny and the other circuit to operate at 275 kV to provide a circuit into which much of the generation in the area between Beauly and Denny could be connected. Ministers note that the aim is to upgrade the capacity of the electricity transmission network between the Highlands and central Scotland, permitting the harvesting of energy generated by windfarms and other renewable technology, and in turn contributing to the target for renewable electricity in Scotland.

Consultation

In accordance with the Electricity (Applications for Consent) Regulations 1990, advertisements of the application had to be placed in the local press. Ministers note that these requirements have been met. Under Schedule 8 of the Electricity Act, the relevant planning authorities are required to be notified in respect of a section 37 consent application. Notifications were sent to Stirling and Falkirk Councils as planning authorities, as well as to Scottish Natural Heritage and the Scottish Environment Protection Agency. Objections were received by the Scottish Ministers from Stirling and Falkirk Councils and 17250 others. For the most part, objections relate to landscape and visual amenity, tourism, health, alternative methods of transmission, cultural heritage, ecology and property values. Since the Inquiry closed, a further 2994 objections relevant to this application have been received. A summary of the objections received is at Annex 3 to this letter.

The Highland Council, Perth and Kinross Council, Cairngorms National Park Authority and Stirling Council objected to the application in respect of the northern section of the new line. As the objections by the planning authorities in respect of both applications were not withdrawn, the Scottish Ministers were required to cause a public inquiry to be held into each

application, in accordance with paragraph 2(2) of Schedule 8 to the Electricity Act. As the applications relate to two parts of what is intended to be one line, the Scottish Ministers considered it necessary and appropriate to hold one public inquiry to consider both applications.

Inquiry

The public inquiry took place at various locations along the proposed route of the line on various dates between 6 February and 20 December 2007. The Report of the Inquiry was finalised and submitted to Scottish Ministers on 11 February 2009. It comprises 6 volumes – Volume 1 dealing with strategy, Volume 2 deals with the section of the line between Beauly and the boundary of Cairngorms National Park, Volume 3 with the line within Cairngorms National Park, Volume 4 the line within Perth and Kinross Council area and Volume 5 the section within Stirling and Falkirk Council areas. Volume 6 contains the summary of the Reporters' conclusions and recommendations.

Environmental matters

An Environmental Statement has been produced in accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2000. Scottish Ministers have considered the Environmental Statement that was provided with the application as well as the supplementary information provided to the Inquiry. Ministers note and adopt the Reporters' findings in fact, and agree and adopt their conclusions and recommendations on environmental matters. Further, Ministers agree with the Reporters' recommendation that an appropriate assessment be undertaken in accordance with the Conservation (Natural Habitats, &c.) Regulations 1994. This assessment was carried out after having consulted Scottish Natural Heritage and the Scottish Environmental Protection Agency. The assessment relevant to this application is at Annex 4. Ministers are satisfied that all environmental matters can be dealt with by way of mitigation.

Electromagnetic fields (EMFs)

Electric field levels (EFs) and magnetic field levels (MFs) - together known as electromagnetic field (EMF) levels - were considered by the Reporters in the context of

Government policy and guidance. The Reporters state that, while the evidence indicates that magnetic field strengths would remain well below the International Commission on Non-Ionizing Radiation Protection (ICNIRP) reference level, electric field levels in certain locations could exceed the ICNIRP reference level. However, the Technical Assessor also state that, in view of the nature of the terrain, the limited access and limited period of exposure, the line would comply with relevant Government guidelines.

The Reporters concluded that the proposal complies with current guidelines on EMF. The Scottish Ministers concur with that conclusion.

Consideration

The Scottish Ministers have considered fully and carefully the application and accompanying documents, the objections and representations received and the evidence produced to and submissions made at the Inquiry. The Scottish Ministers have also considered all relevant objections made since the Inquiry, and note that these have not introduced new evidence or any additional relevant considerations.

Ministers have in particular considered the letter from Sir Donald Miller dated 22 February 2009 objecting to the exclusion from the Inquiry of the submission he wished to make on alternative routes. That submission was excluded from the Inquiry on the basis that it had not been made within the agreed timescale. Sir Donald wished Ministers to consider his submission despite it having been excluded from the Inquiry. Ministers do not consider it appropriate to do so. They consider that the exclusion of the submission from the Inquiry was well founded and that to allow consideration of the submission at this stage would be unfair to other parties to the Inquiry. Ministers also noted that, in any event, the submission did not introduce new evidence; rather it used material already before the Inquiry to propose an alternative route. The question of alternative routes is fully and thoroughly considered in the Report.

In relation to this application, Ministers have considered in particular Volumes 1, 5 and 6 of the Report and the Report of the Technical Assessor. Ministers agree with and adopt the findings of the Reporters relevant to this application. They agree with and adopt the Reporters' consideration of the issues raised, their reasoning and the conclusions they reach

in relation to this application, as summarised in Volume 6 of the Report. They accept most of the recommendations in that Report, so far as they relate to this application.

Ministers agree with the Reporters' assessment that the visual and landscape impact of the line between towers TD2444E and TD 244/1C at Glenside is major adverse. Ministers also agree with the Reporters' acceptance of the clearly demonstrated need case for whole line development and with the Reporters' conclusions on the strong technical, economic justification for the overhead line (in Volumes 1 and 6 of the Report), and also their conclusion on the absence of viable, economic or strategic route options to the whole line route set out in the applications.

On balance, Ministers consider that demonstrated need for a whole line development and the strong technical and economic justification for the line outweigh the concerns in relation to the visual impact of the line at this section and have decided that consent should be granted notwithstanding the reporters' recommendations.

However, as with other sections of the line, Ministers consider that a condition should be imposed in relation to mitigation of the visual impact of the development at Glenside. This is consistent with the approach taken elsewhere where there same finely balanced discussions on visual impact were evidenced in the Report.

Minsters note that section 37(3)(b) of the Electricity Act enables Ministers to vary or revoke a consent after a period specified in the condition has expired. In a development of this size and technical complexity it can be anticipated that, despite the very full consideration given to the application, issues may arise which were not anticipated, or which cannot be properly accommodated within the consent conditions. It may therefore be necessary to vary the terms of the consent to meet these unanticipated issues. It is considered in this case that the period after which the consent may be varied should be 6 months, as this will provide a sufficient degree of certainty for all parties in the short term, but enable variation if required at a later time.

Ministers consider that the time period within which development should be commenced should be 4 years (beginning with the date of the consent) opposed to the Reporters' recommendation of 5 years to ensure the delivery of renewable policy objectives by 2020.

The same period should apply in respect of both the section 37 consent and the grant of planning permission.

Determination

Subject to the conditions set out in Parts 1 and 2 of Annex 2, Scottish Ministers grant consent under section 37 of the Electricity Act 1989 to install, and keep installed, above ground an overhead electricity transmission line as described in Part 1 of Annex 1. The consent may, after the expiry of a period of 6 months from the date of consent, be varied or revoked by the Scottish Ministers under section 37(3)(b) of the Act at any time.

Subject to the conditions set out in Parts 2 and 3 of Annex 2, Scottish Ministers direct under section 57(2) of the Town and Country Planning (Scotland) Act 1997 that planning permission be deemed to be granted in respect of the development described in Parts 1 and 2 of Annex 1.

Scottish Ministers direct that section 58(1) of the Town and Country Planning (Scotland) Act 1997 is not to apply as respects that planning permission but that the permission is to lapse on the expiration of a period of 4 years from the date of this direction.

In accordance with the Electricity Works (Environmental Impact Assessment) (Scotland) Amendment Regulations 2008, you must publicise this determination for two successive weeks in the Edinburgh Gazette and one or more newspapers circulating in the locality in which the land to which the application relates is situated.

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Annex 1

Description of Development

Part 1

Overhead Transmission Line

1. The construction of a double circuit 400kV overhead transmission line on steel lattice towers over 20.2km from the Wharry Burn, near Dunblane, to the proposed substation north east of Dunipace, Denny, all as specified in the Application for consent and planning permission made to Scottish Ministers by Scottish Power Transmission Ltd and dated 28 September 2005 and the Environmental Statement commissioned in connection with and accompanying that Application to assess the environmental impact of such development.

Part 2

2 All works to dismantle the existing 132kV overhead transmission line between Beauly and Denny including restoration and reinstatement;

3 The dismantling of the existing Braco substation;

4 The formation of temporary access tracks to facilitate the construction and maintenance of the new line and substations and the dismantling of the existing 132 kV line;

5 All works required to form junctions where some of the access tracks form a connection with the public road network; and

6 Associated ancillary works including upgrading of public roads through the provision of passing places, improvements to visibility splays at junctions and the strengthening of roads and bridges to accommodate heavy goods vehicle (HGV) traffic,

all as specified in the Application for consent and planning permission made to Scottish Ministers by Scottish Power Transmission Ltd and dated 28 September 2005 and the

Environmental Statement commissioned in connection with and accompanying that Application to assess the environmental impact of such development.

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ANNEX 2

CONDITIONS

Part 1

Conditions applying only to section 37 consent

Commencement of installation

1. Installation of the overhead transmission line shall be commenced within 4 years of the date of this consent.

Decommissioning where line not in use

2.—(1) If, following the commissioning of the overhead transmission line, no part of the line carries any electricity for a continuous period of one year, then the Scottish Ministers, shall, having due regard to the circumstances surrounding the failure to transmit electricity and only following consultation with the applicant, Ofgem, the planning authorities, and such other parties as the Scottish Ministers consider appropriate, have the right to determine whether the Development shall be deemed to have permanently ceased to be required.

(2) Before determining whether the Development has permanently ceased to be required, the Scottish Ministers shall afford to the applicant and only those other bodies mentioned in paragraph (1) above, the opportunity of being heard by a person appointed by them. If the Scottish Ministers determine that the overhead transmission line has ceased to be required, the applicant shall, unless otherwise agreed in writing by the Scottish Ministers, cause the overhead transmission line to be decommissioned.

(3) In that event the applicant shall submit to the Scottish Ministers for approval a decommissioning scheme to include restoration of the Site within 6 months of such determination by the Scottish Ministers.

(4) The decommissioning shall commence no later than 12 months after the approval of the decommissioning scheme and shall be completed in accordance with the approved decommissioning scheme.

Completion of works

3. All works associated with installation of the overhead transmission line shall be completed no later than six years after the date of commencement of the Development, or such longer period as may be agreed in writing by the Scottish Ministers.

Assignation of consent

4. The applicant shall not be permitted to assign, alienate or transfer this consent without the prior written authorisation of the Scottish Ministers.

Part 2

Conditions applying to both section 37 consent and deemed planning permission

Construction

General

5.—(1) The Development shall be constructed, operated and decommissioned in accordance with the Application and Environmental Statement, and the mitigation measures E26, E27, E29, E35, E39, E40, E55 and E56 detailed in Volume 3 of the Environmental Statement, and E31, E32 and E59 detailed in the Second Addendum of the Environmental Statement shall be implemented and that in accordance with the terms of the conditions in this Annex and any approval required thereunder.

(2) The Development shall be undertaken in its entirety with no partial implementation.

Environmental liaison group

6.—(1) The applicant shall within one month of the date of the grant of Section 37 consent invite the bodies mentioned in paragraph (2) to participate with them in an environmental liaison group whose purpose is to provide advice on appropriate and necessary mitigation and construction procedures and any associated restoration and habitat management measures and to advise Scottish Ministers of any concerns relating to the construction of the Development.

(2) The bodies are-

(a) the planning authorities for the areas in which the Development is situated;
(b) Scottish Natural Heritage;
(c) Scottish Environment Protection Agency;
(d) Historic Scotland; and
(e) the Forestry Commission.

Tourism, cultural heritage and community liaison group

7. (1) The applicant shall within one month of the date of the granting of Section 37 consent invite the bodies mentioned in paragraph (2) to participate with them in a tourism, historic sites and cultural heritage and community liaison group ("TCHCLG").

(2) The bodies are-

(a) the local authorities for the areas in which the Development is situated;
(b) Scottish Natural Heritage;
(c) Historic Scotland;
(d) the Forestry Commission;
(e) Visit Scotland;
(f) the National Trust for Scotland;
(g) Scottish Enterprise;
(h) Highlands and Islands Enterprise; and

(i) Skills Development Scotland.

(3) The Group will:

(a) provide advice on appropriate and necessary mitigation and construction procedures that impact on tourism, historic sites and cultural heritage,
(b) advise Scottish Ministers of any concerns relating to the construction of the Development.
(c) identify opportunities associated with the development and make recommendations to the applicant, and local and national enterprise and skills agencies how these can be delivered.

Construction Procedures Handbook

8.—(1) The applicant is to submit to the Scottish Ministers a document, the Construction Procedures Handbook ("CPH"), setting out how the Development is to be constructed and managed, the objective of which is to minimise disturbance to the environment caused by the Development and that agreed appropriate restoration and aftercare are achieved on completion of the Development.

(2) No part of the Development shall be commenced until the Scottish Ministers have, following consultation with the members of the ELG and the TCHCLG, approved the CPH in writing.

(3) All works forming part of the Development shall be carried out in strict compliance with the CPH to be prepared by the applicant in accordance with this condition and conditions 22 and 23.

(4) The CPH shall be based on and incorporate the scope and contents contained in Annex 2 of the Second Addendum to the Environmental Statement including–

(a) the mitigation measures identified in Appendix C of Volume 3 of the Environmental Statement;
(b) any other additional committed mitigation measures;
(c) a peat slide risk assessment and mitigation strategy;
(d) a waste management and minimisation strategy;
(e) information regarding watercourse crossings and access track construction and drainage and removal/reinstatement contained in the Environmental Statement;
(f) the Compendium of all Committed Mitigation Measures (Core Document A09); and
(g) an assessment of the potential effect of a tower on a Historic Garden and Designed Landscape.

(5) The CPH shall include provision for the appointment by the applicant of appropriately experienced and qualified specialists in ecology, earth science, forestry, landscape and archaeology, whose role is that of giving advice on the subsequent development and review of the CPH, monitoring compliance with the CPH and providing audits to the members of the ELG and the TCHCLG on a monthly basis or more frequently if requested by any one of the members of the ELG and the TCHCLG.

(6) The applicants shall prepare the CPH in consultation with affected landowners, local authorities, statutory consultees and those other parties who have provided comments to the applicant on the draft CPH.

(7) The applicant shall ensure compliance with the CPH through appropriate contractual provisions and supervision of contractors and sub contractors.

(8) In that the Development is to be executed in sections, the CPH shall be subject to review from time to time and as required in order to take account of further elements of the Development and related mitigation plans and having regard to additional survey data and emerging environmental best practice. Any such reviews shall be submitted for the written approval of Scottish Ministers, following consultation with the members of the ELG and the TCHCLG prior to the commencement of the relevant part of the Development.

(9) A copy or copies of the CPH in force shall be provided to each member of the ELG and the TCHCLG, for the purposes of public inspection, and to affected landowners.

Independent environmental contractor

9.—(1) Prior to the commencement of the Development, the applicant shall identify an independent environmental contractor whose appointment has been approved by the Scottish Ministers in consultation with Scottish Natural Heritage.

(2) The applicant shall engage this contractor whose responsibility shall be to scrutinise the process of construction and compliance with the CPH and to supervise and direct if necessary the work of the specialists appointed by the applicant in terms of condition 8(5) above, in order to secure compliance with the CPH. In particular such contractor shall have the power to halt works on the Development at anytime and at any location if the contractor considers that the applicant's environmental commitments are not being successfully delivered.

Environment

Otter and wild cat

10.—(1) Otter and wildcat surveys of route and access corridors shall be carried out in areas where otters and wildcats are likely to be found as part of the micro-siting process prior to construction of the overhead transmission line and prior to dismantling of the existing 132kV line between Beauly and Denny and any other transmission or distribution lines defined as part of the Development.

(2) Otter and wildcat management plans detailing all mitigation measures, including measures for dealing with situations of disturbance and/or actual damage to places of shelter, shall be produced and submitted to and approved in writing by Scottish Ministers in consultation with SNH, prior to the commencement of any construction and allied activities.

(3) The management plans as approved shall be implemented in their entirety unless otherwise agreed in writing with the Scottish Ministers.

(4) Mitigation measures E26, E27, E29, E35, E39 and E40 contained in Volume 3 of the Environmental Statement shall be implemented.

Bats

11.—(1) As part of the micro-siting process prior to construction of the transmission line and prior to dismantling of the existing 132kV line between Beauly and Denny and any other transmission or distribution lines defined as part of the Development a bat survey of route and access corridors shall be carried out in areas where bats are likely to be found.

(2) No works shall be commenced on the Development until a 'bat mitigation plan' has been submitted to and approved in writing by the Scottish Ministers in consultation with SNH.

(3) The bat mitigation plan is to detail all mitigation measures, including measures for dealing with situations of disturbance and/or actual damage to places of shelter (i.e. roosts); and include general route corridor management for specific bat sensitive areas to include Yellowcraig Wood.

(4) The bat mitigation plan as approved shall be implemented in its entirety unless otherwise agreed in writing with the Scottish Ministers.

(5) Mitigation measures E31, E32 and E59 contained in the Second Addendum to the Environmental Statement shall be implemented.

Birds –fitting of diverters

12.—(1) Unless otherwise stated in any other condition, in order to mitigate collision of birds with the overhead transmission line Swan Flight Diverters shall be fitted in accordance with paragraph (2) to the earth wire along the stretches of line identified in Annex 6 of the Second Addendum to the Environmental Statement, and elsewhere if required, to the satisfaction of the Scottish Ministers in consultation with SNH.

(2) The Swan Flight Diverters shall be spaced at either 5m or 10m as required by the Scottish Ministers in consultation with SNH.

(3) If further post construction monitoring work identifies further sensitive areas for bird collision risk, then these areas shall also be so marked.

Birds – mitigation measures

13.—(1) No work shall commence on the Development until the Scottish Ministers in consultation with SNH have specified in writing the distances that works must remain from Black Grouse and breeding birds specified in Annex 1 of the Birds Directive (Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds as amended) and Schedule 1 of the Wildlife & Countryside Act 1981 and specified the areas where such birds have been identified.

(2) These distances shall apply to the potential disturbance effects from line construction, maintenance and dismantling and shall include all works that might cause disturbance including the identification and construction of access tracks, borrow pits, set down areas and site compounds.

(3) All works in areas where such birds have been identified by SNH as being present shall be carried out outwith sensitive periods of the bird breeding season as identified by SNH except where otherwise agreed with SNH.

Post construction bird monitoring plan

14.—(1) Prior to the commissioning of the overhead transmission line, a post construction monitoring programme with methods and timings for bird monitoring in those sensitive areas outwith SPAs ("the Post Construction Monitoring Plan") shall be submitted to the Scottish Ministers for approval.

(2) The overhead transmission line shall not be commissioned until the Post Construction Monitoring Plan as been approved in writing by the Scottish Ministers in consultation with SNH.

(3) The Post Construction Monitoring Plan as approved shall be implemented in its entirety unless otherwise agreed in writing by the Scottish Ministers.

Watercourses

15. In any areas where works in relation to the Development may impact upon appropriate watercourses and water bodies, namely those listed with confirmed freshwater pearl mussel populations in Table 1.27 of confidential appendix to the Addendum to the Environmental Statement the following shall apply:

(a) no works shall be commenced until full method statements covering all relevant works have been produced to and approved in writing by the Scottish Ministers, in consultation with SNH and SEPA where Scottish Ministers consider appropriate;

(b) the edge of the tower bases shall be at least 30m away from appropriate watercourses and water bodies and 50m wherever possible, unless otherwise agreed in writing by Scottish Ministers in consultation with SNH and SEPA;

(c) the edges of borrow pits, quarries, etc. shall be at least 50m away from appropriate watercourses and water bodies;

(d) the outside edge of all permanent non-mobile storage facilities for oil, fuel, etc. shall be at least 100m away from appropriate watercourses and water bodies;

(e) no refuelling shall take place within 30m of appropriate watercourses and water bodies;

(f) no generators or similar plant and machinery shall be used within 30m from appropriate watercourses and water bodies unless otherwise agreed in writing by the Scottish Ministers in consultation with SNH and SEPA where Scottish Ministers consider appropriate;

(g) all spoil heaps shall be at least 30m away from appropriate watercourses and water bodies and 50m wherever possible; and

(h) no works or operations involving concrete transfer between vehicles or into vehicles shall take place within 30m of appropriate watercourses and water bodies unless otherwise agreed by the Scottish Ministers in consultation with SNH and SEPA where Scottish Ministers consider appropriate.

Pine martin, red squirrel etc – survey and mitigation measures

16.—(1) A survey of route and access corridors for pine marten, red squirrel and water vole shall be carried out as part of the micro-siting process prior to construction of the overhead transmission line and prior to dismantling of the existing 132kV line between Beauly and Denny and any other transmission or distribution lines defined as part of the development. This survey shall form the basis for detailed mitigation measures to be included in the management plan prepared under condition 16 for each tower location.

(2) Mitigation measures E26, E27, E29, E35, E39, E40, E55 and E56 contained in Volume 3 of the Environmental Statement shall be implemented.

Pine martin, red squirrel etc – management plan

17.—(1) With the exception of works on public roads, no works on the Development shall be commenced until a management plan for pine marten, red squirrel, water vole and reptiles detailing all mitigation measures, including measures for dealing with situations of disturbance and/or actual damage to places of shelter, has been submitted to and approved in writing by the Scottish Ministers, in consultation with SNH where Scottish Ministers consider appropriate.

(2) The approved management plan shall be implemented in its entirety unless otherwise agreed in writing by the Scottish Ministers.

Landscape and visual impact

Wirescape Rationalisation Schemes - Stirling

18.—(1) Neither the overhead transmission line or the towers carrying that line shall be installed or constructed in the area of SC until–

(a) the applicant has submitted to the Scottish Ministers for approval a scheme prepared in accordance with this condition setting out proposals to mitigate the impact of wirescape in the in the vicinity of the lines mentioned in paragraph (2) ('the Wirescape Rationalisation Scheme');

(b) the Scottish Ministers have, in consultation with SC, approved the Wirescape Rationalisation Scheme; and

(c) the applicant has obtained any consents and permissions necessary to enable the applicant to implement the approved Wirescape Rationalisation Scheme.

(2) The Wirescape Rationalisation Scheme is to include proposals for:

(a) the removal of and undergrounding of 7 spans of 132kV double circuit OHL BJ route ("the Stirling T");

(b) the removal of and undergrounding of 7 spans of 132kV double circuit OHL on AB route between towers AB39A and AB46A;

(c) the removal of and undergrounding of 5 spans of 132kV double circuit OHL on AB route between towers AB46A and AB51A, all as described in the APL STG 37 (Wirescape Rationalisation Documentation for Stirling Council Area) and shown in drawings SP4020430, SP4020503 and SP4030856;

(d) the removal of two 33kV steel lattice towers referred to as the Forth crossing and undergrounding on the Scottish Power distribution network of the 33kV line as shown in drawing SP4032230 of APL STG 37A; and

(e) the removal of and undergrounding of wood pole distribution services in Manor Powis as shown in drawing SP4032223 of APL STG 37A.

(3) The applicant shall implement the approved Wirescape Rationalisation Scheme within one year of the commissioning of the overhead transmission line unless otherwise agreed in writing by the Scottish Ministers.

Stirling Visual Impact Mitigation Scheme

19.—(1) Neither the overhead transmission line or the towers carrying that line shall be installed or constructed in the area of Stirling Council until–

(a) the applicant has submitted to the Scottish Ministers for approval a scheme prepared in accordance with this condition setting out proposals to mitigate the visual impact of the 400kv line in the Stirling area ("the Stirling Visual Impact Mitigation Scheme"); and

(b) the Scottish Ministers have, after consultation with Stirling Council, approved the Stirling Visual Impact Mitigation Scheme.

(2) The Stirling Visual Impact Mitigation Scheme is to include proposals for:

(a) the mitigation of the visual and landscape impact of the line between the top scarp of the Ochil Hills at Cocksburn Wood (TD199) and Airthrey Castle (TD203)

(b) the mitigation of visual and landscape impact of the line between Logie (TD203) and Glenside (TD244E),

(3) The Development shall be carried out in accordance with the approved Stirling Visual Impact Mitigation Scheme unless otherwise agreed in writing by the Scottish Ministers.

Glenside Mitigation Scheme

20.—(1) Neither the overhead transmission line or the towers carrying that line shall be installed or constructed between the proposed length of transmission line between towers TD244E and TD244/1C at Glenside until–

(a) the applicant has submitted to the Scottish Ministers for approval a scheme prepared in accordance with this condition setting out proposals to mitigate the visual impact of the 400kv line in the Glenside Farm area ("the Glenside Mitigation Scheme"); and

(b) the Scottish Ministers have, after consultation with the owners and occupiers, approved the Glenside Mitigation Scheme.

(2) The Glenside Mitigation Scheme is to include proposals for the mitigation of the visual and landscape impact of the line between towers TD244E and TD244/1C at Glenside Farm.

(3) The Development shall be carried out in accordance with the approved Glenside Mitigation Scheme unless otherwise agreed in writing by the Scottish Ministers.

Environment

Wester Moss SSSI

21.—(1) No construction or related activity shall take place either within the Wester Moss SSSI or within 20m of its boundary, other than upgrading work on the existing access track in the SSSI, the details of the proposed upgrading works (which shall include the provision and maintenance by the applicant of a fence along the edges of the access track during the upgrading work) which have been submitted to and approved by the Scottish Ministers in consultation with SNH, in advance of the upgrading works being carried out.

(2) Such upgrading work shall be carried out in accordance with the detailed proposals approved by the Scottish Ministers.

Firth of Forth SPA and Ramsar Site

22. In relation to the Firth of Forth SPA and Ramsar Site (the site):

(a) the framework outlined in the access strategy set out in Appendix D to the Environmental Statement shall be used to define the access protocol for constructing the overhead transmission line. No access tracks, site compounds or borrow pits shall be constructed within the site;

(b) the applicant shall ensure that appropriately experienced and qualified staff who are specialists in ecology shall be in attendance throughout any period that construction takes place within 1km of the site to ensure that all environmental mitigation measures set out in the Firth of Forth Special Study Area (as described in Annex 12 of the Second Addendum to the Environmental Statement), the Environmental Statement and any Addendum thereto and the CPH and any mitigation measure required by virtue of any condition are delivered.

(c) the working corridor, site compounds and storage areas shall be kept to the minimum necessary for safe implementation of the works. The site boundary shall be clearly marked, in all areas identified in the CPH as necessary, to protect ecological or other interests and to prevent incursion outwith the corridor. All such areas shall be fully restored at the end of construction.

(d) exclusion zones within the work corridor shall be clearly delineated on the ground to avoid construction staff straying into sensitive areas, and restoration plans for all sites of ecological value shall be included within the CPH.

(e) the conductors and/or earth wires on the existing 132kV line between towers CN56 (Logie Villa) to CN69 (Steuarthall) shall be removed before the new 400kV conductors and/or earth wires are in place i.e. the conductors and earth wires of both lines shall not be in place simultaneously.

(f) to mitigate collision of birds with the line, Swan Flight Dirverters shall, at the time of stringing, be fitted to the earth wire along the overhead tranmission line and other lines crossing the River Forth as indicated on Figure 12.4 of the 'Plan of Earth Wire Marking' (APL STG71). The Swan Flight Diverters shall be spaced at 5m intervals between towers TD207 and TD214 and between towers TD222 and TD236. If further post construction monitoring work identifies further sensitive areas then these should also be marked.

(g) during the winter period (September to April inclusive) the use of helicopters to assist in stringing the line shall be limited to a maximum of one day in one local area as defined by the independent environmental contractor. The potential disturbance, although temporary, on geese and cormorants shall be considered on an area by area basis, by the independent environmental contractor in liaison with the applicant's ecology specialist, taking account the birds' potential presence and minimising the risk of disturbance.

(h) the overhead transmission line shall not transmit electricity in the Firth of Forth SPA study area (which area is described in paragraph 1.1.1.20 of Annex 12 of the Second Addendum to the Environmental Statement) until a plan for maintenance and emergency repair works within the SPA study area has been submitted to and approved by the Scottish Ministers. Thereafter any such works shall be carried out in accordance with the approved plan. The plan to be approved shall specify *inter alia* that:

(i) maintenance works which have the potential to cause disturbance to the qualifying species of the Firth of Forth SPA shall not be undertaken during the winter period (September-April inclusive).

(ii) emergency repair works (i.e. works to prevent loss of security of supply or for reasons of human safety) shall be carried out with due regard to the protection of the qualifying species of the Firth of Forth SPA.

(i) Without prejudice to the foregoing conditions and to the provisions of Appendix 2 of Chapter 21 of Volume 1 of the Inquiry Report, the mitigation measures outlined in paragraphs 1.1.1.81-1.1.1.87 and 1.1.1.100-1.1.1.107 of Annex 12 to the Second Addendum to the Environmental Statement shall be carried out as stated.

Geology

23.—(1) No works comprised in the Development shall be commenced until a detailed appraisal for all Geological Conservation Review (GCR) sites along the route has been carried out by the applicant and submitted to and approved by the Scottish Ministers.

(2) The CPH shall incorporate suitable mitigation plans as a result of the impact appraisal on GCR sites along the route.

Part 3

Conditions applying only to the deemed planning permission

Pollution

24.—(1) Any works comprised in the Development shall be carried out in accordance with the terms of "Guidelines for Preventing Pollution from Civil Engineering Contracts" published by SEPA.

(2) The applicant shall ensure that best practice is employed to safeguard against the pollution of groundwater, reservoirs, lochs or any watercourse from all construction activities.

(3) No work in the area of a particular planning authority shall be commenced until the applicant has submitted to that planning authority a plan for all containment and contingency measures in relation to disposal of any foul drainage, oil storage and management, gearbox oil change arrangements and any other necessary pollution avoidance arrangements has been submitted by the applicant in writing for approval by the planning authority after consultation with SEPA and SNH. The plan should include mitigation measures to be implemented should substantial rainfall occurs during works.

(4) The containment and contingency measures shall be carried out in accordance with the plan as approved by the planning authority.

Landscape and visual impact

25.—(1) No works in connection with the Development in the area of SC shall be commenced until a Landscaping Scheme has been submitted to and approved by SC.

(2) The Landscaping Scheme is a scheme of roadside hedgerow and small native tree planting in respect of the eastern section of the A9 where it is crossed by the existing Longannet–Denny ZC lines (north and south) and 400kV OHL, to the north-east of Carbrook Mains Farm.

(3) If SC has not confirmed to the applicant in writing within 28 days of the initial receipt of the Landscaping Scheme whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Landscaping Scheme is acceptable.

(4) The approved Landscaping Scheme shall be implemented by the applicant, to the reasonable satisfaction of SC, and insofar as the permission of third parties can be reasonably obtained, within 1 year after the Beauly/Denny line first transmits electricity, unless otherwise agreed in writing by SC.

Noise Sensitive Properties

26.—(1) With the exception of those areas covered by a Noise Management Plan as required under condition 27 below, no works associated with the Development that are audible from the boundary of any Noise Sensitive Property shall take place except between the undernoted working hours:

(a) during October to March, between 0730 and 1700; and

(b) during April to September, weekdays between 0700 and 1900 and weekends between 0700 and 1700,

unless otherwise agreed in writing in advance with the planning authority or it is necessary to carry out such works in the interests of public safety.

(2) Any works required to be carried out in the interests of public safety shall be notified and explained to the planning authority within 48 hours of the commencement of such works.

Noise impact

27.—(1) No works comprised in the Development in the area of a particular planning authority shall be commenced at locations where a significant noise impact has been identified as specified in Table 29.13 of the Environmental Statement, until a Noise Management Plan in relation to such locations, prepared by the applicant, has been submitted to and approved by that planning authority.

(2) If the planning authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the Noise Management Plan, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Noise Management Plan is acceptable.

(3) The applicant shall implement the approved Noise Management Scheme unless otherwise agreed in writing with the planning authority.

(4) For the purposes of this condition a 'Noise Management Plan' is a plan setting out the applicant's proposed scheme for the management of noise, including confirmation of the proposed hours of operation, details of any specific noise mitigation measures to be employed, the arrangements for keeping neighbouring residents informed of the works, and a complaints procedure.

Blasting Scheme

28.—(1) No blasting shall take place in the area of a particular planning authority without the prior written approval of that planning authority to a blasting scheme.

(2) If the planning authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the blasting scheme whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Blasting Scheme is acceptable and they shall implement it in its entirety.

(3) The applicant shall carry out any blasting in accordance with the approved blasting scheme unless otherwise agreed in writing with the planning authority.

Access

29.—(1) Where the route of the new overhead transmission line and existing 132kV overhead transmission lines cross or run alongside recorded public rights of way, Core Paths, other well

established footpaths or other well established access routes the applicant shall ensure that persons exercising their rights of access in respect of the above routes shall continue to be able to do so in safety during the carrying out of any works associated with the Development.

(2) Where it is not possible for the same public rights of way, Core Paths, footpaths or routes to be used safely, the applicant shall, unless the planning authority agrees otherwise, establish alternative temporary access arrangements.

(3) Details of the arrangements for managing access along the routes above shall be included within an Access Management Plan, which shall be submitted for the written approval of the planning authority prior to the commencement of works within the area of that planning authority.

Carparking

30. Vehicles and equipment used for the Development shall not impede public car parks and lay-bys unless alternative parking provision has been provided to the reasonable satisfaction of the planning authority or approval for such use has been obtained from the planning authority.

Roads – Stirling

31.—No works in connection with the Development in the area of SC shall be commenced until either –

(a) the applicant and SC have agreed the payment under section 96(4) of the Roads (Scotland) Act of a sum by way of a composition for any liability the applicant may have for any extraordinary expense which may be incurred by SC in maintaining any public road by reason of damage caused to the road by excessively heavy, or other extraordinary, vehicles or traffic using the road in connection with the construction of the Development; or

(b) such sum has been determined by arbitration in accordance with section 96(4).

Roads - Falkirk

32.—(1) Prior to the commencement of works on the Development within the area of Falkirk Council (FC), the applicant shall submit a Traffic Flow Report to FC for their written approval.

(2) The Traffic Flow Report is an assessment of the anticipated traffic flows on each of the public roads to be used in connection with the works and shall include details of the specific types and numbers of vehicles to be used.

(3) The applicant shall ensure that the traffic flows set out in the approved Traffic Flow Report are not exceeded without the prior written consent of FC.

(4) If FC has not confirmed to the applicant in writing within 28 days of the initial receipt of the Traffic Flow Report, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Traffic Flow Report is acceptable.

Roads - Baseline Engineering Survey

33.—(1) Prior to the commencement of works on the Development in the area of FC, the applicant shall carry out an engineering appraisal of the condition of the each of the public roads agreed by FC to be used in connection with the works (the Baseline Engineering Survey) and submit it to FC for written approval.

(2) The Baseline Engineering Survey shall comprise a consideration of any relevant existing road condition information carried out by or on behalf of FC, a video survey, detailed visual surveys of areas of concern and detailed engineering investigations. The scope of engineering investigations shall be agreed in advance with FC and the results of all inspections, surveys and assessments comprising the Baseline Engineering Survey shall be fully documented. Highway structures including bridges, culverts and retaining walls shall be inspected and load assessment undertaken where FC thinks fit. All sections of carriageway which FC considers may be problematic in respect of the traffic loading proposed shall be investigated using non-destructive testing techniques, coring or other means agreed with FC Inspections, surveys and assessments shall be carried out at the applicant' expense by a consulting engineer approved in advance by FC.

(3) If FC has not confirmed to the applicant in writing within 28 days of the initial receipt of the Baseline Engineering Survey whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Baseline Engineering Survey is acceptable.

(4) On completion of all works associated with the Development the applicant shall, if required by FC, provide for the undertaking of works to return the roads used for vehicles carrying out of the works on the Development to a standard no worse than that identified in the Baseline Engineering Survey.

Traffic Management Scheme

34.—(1) Prior to the commencement of works on the Development in the area of a particular roads authority, the applicant shall submit for the written approval of that roads authority a Traffic Management Scheme which shall include the following:

(a) restriction of construction traffic to approved routes and the measures to be put in place to avoid other routes being used;

(b) timing of construction traffic to minimise impact on local communities particularly at school start and finishing times, on days when refuse collection is undertaken, on Sundays and during local events;

(c) a code of conduct for HGV drivers to allow for queuing traffic to pass;

(d) arrangements for liaison with the roads authority regarding winter maintenance;

(e) emergency arrangements detailing communication and contingency arrangements in the event of vehicle breakdown, particularly on single track roads;

(f) arrangements for the cleaning of wheels and chassis of vehicles to prevent material from construction sites associated with the Development being deposited on the road;

(g) arrangements for cleaning of roads affected by material deposited from construction sites associated with the Development;

(h) arrangements for signage at site accesses and crossovers and on roads to be used by construction traffic in order to provide safe access for pedestrians, cyclists and equestrians;

(i) details of information signs to inform other road users of construction traffic;

(j) arrangements to ensure that access for emergency service vehicles are not impeded;

(k) coordination with other major commercial users known to use minor roads affected by construction traffic;

(l) traffic arrangements in the immediate vicinity of temporary construction compounds and helicopter landing areas;

(m) the provision and installation of traffic counters at the applicant' expense at locations to be agreed prior to the commencement of construction;

(n) monitoring, reporting and implementation arrangements; and

(o) arrangements for dealing with non-compliance.

(2) If the roads authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the Traffic Management Scheme, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Traffic Management Scheme is acceptable and they shall implement it in its entirety unless otherwise agreed in writing with the authority.

Travel Plan

35. Prior to the commencement of works on the Development in the area of any particular roads authority, the applicant shall submit to that roads authority for their written approval a Travel Plan describing measures to minimise the traffic generated by the transport of personnel and in particular by the use of private cars for example, by the provision of buses and mini-buses.

Access Strategy – Stirling

36.—(1) No works in connection with the Development in the area of SC shall be commenced until an Access Strategy has been submitted to and approved by SC.

(2) The Access Strategy shall detail the roads and accesses ("routes") to be used by construction traffic, and generally reflect the terms of Section 2 of the SC document "Roads and Transport Statement" dated 13 December 2007.

(3) If SC has not confirmed to the applicant in writing within 28 days of the initial receipt of the Access Strategy, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Access Strategy is acceptable

(4) The Access Strategy as approved shall be implemented in its entirety unless otherwise agreed with SC.

Private Water Supplies

37.—(1) Prior to the commencement of any works associated with the Development within the area of any planning authority, the applicant shall submit to that planning authority for their written approval, an assessment of the effects of the Development on the quantity and quality of water supplied to all properties reliant on private water supplies within 1km of the overhead transmission line (an 'Environmental Risk Assessment').

(2) The Environmental Risk Assessment shall include mitigation measures for the protection of private water supplies where a risk is identified. Without prejudice to the foregoing generality, the mitigation measures shall include a contingency plan to deliver an alternative supply of potable drinking water within a maximum period of 24 hours from the occurrence of any problem with existing drinking water supply arising from the said works. Where a risk is identified and no existing data on tap water quality is available, the applicant shall, at their expense, undertake tap water testing to benchmark current conditions of water quality and quantity (baseline analyses). In those circumstances, the applicant shall also undertake at their expense, an assessment of the quantity of water supplied, and tap water sampling and analysis.

(3) If the Authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the Environmental Risk Assessment, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Environmental Risk Assessment is acceptable

(4) The measures specified in the approved Environmental Risk Assessment shall be implemented it in its entirety unless otherwise agreed in writing with the planning authority.

Watercourses

38.—(1) Prior to the commencement of any works associated with the Development in the areas of a particular planning authority, method statements shall be submitted to and approved by the planning authority in consultation with SEPA, demonstrating that no cables or conductors will be pulled through watercourses.

(2) If the planning authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the method statements whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the method statements are acceptable.

(3) The approved method statements shall be implemented in their entirety unless otherwise agreed in writing with the planning authority.

Bridges or culverts

39. Prior to the commencement of any works associated with the crossing of a watercourse by a bridge or a culvert, the applicant shall erect stockproof fencing sufficient to prevent livestock gaining access to the works.

Community Liaison Scheme

40.—(1) Prior to the commencement of works on the Development in the area of a particular planning authority, the applicant shall submit a Community Liaison Scheme to that Planning Authority and obtain written approval.

(2) The Community Liaison Scheme shall–

(a) contain measures requiring the applicant to maintain (and to take steps to ensure that their contractors maintain) close liaison with local community representatives, landowners and statutory consultees throughout the construction period in the area covered by the Scheme, including a requirement regarding the circulation of information about ongoing activities and in particular those activities which could have potential to cause disturbance;

(b) shall require the provision of a telephone number during operational hours and provide that persons with appropriate authority acting on behalf of the applicant/contractor shall respond to telephone calls made to that number and take appropriate action to resolve any problems that occur.

(3) If the planning authority has not confirmed to the applicant in writing within 28 days of the initial receipt of the Community Liaison Scheme, whether any further information is reasonably required and if so, the nature of that information, the applicant shall be entitled to assume that the Community Liaison Scheme is acceptable

(4) The applicant shall implement the approved Scheme it in its entirety unless otherwise agreed in writing with the planning authority.

Organic use of agricultural land

41. In any area where the overhead transmission line or the existing 132kV line which is to be dismantled crosses land in agricultural use which has organic status or is farmed to organic standards, all works of construction and dismantling (including any temporary diversion or undergrounding) shall be carried out in liaison with the appropriate organic certification body and in accordance with advice from that body.

Glenside farm

42. The applicants shall provide and maintain at their own expense a stockproof fence around the base of any tower constructed on land forming part of Glenside Farm sufficient to prevent horses from coming into contact with said tower.

Mitigation of impact on promoted paths etc

43. —(1) No works in connection with the Development in the area of SC shall be commenced until the applicant has concluded an agreement with SC for the payment by the applicant of £75,000 to a fund for the carrying out of mitigation works in respect of the paths identified in Documents SC 8 "Eastern Villages Community Paths" and the Dumyat Paths as noted in APL STG 72, 73 and 75A to E inclusive (as so listed at Appendix C of Volume 5 of the Inquiry Report).

(2) The agreement shall provide (a) that the applicant's obligations shall cease on the payment of the £75,000 and (b) for the repayment to the applicant of any unexpended portion of the sum paid by the applicant at the end of 6 years from the date of payment.

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Part 4

Interpretation

44.—(1) In this Annex:-

'applicant' means Scottish Power Transmission Ltd and their successors in right of the consent under section 37 of the Electricity Act 1989 by virtue of an assignation of the consent permitted under condition 4 or otherwise;

'Application' means the Application for consent and planning permission in respect of the Development made to Scottish Ministers by Scottish Power Transmission Ltd and dated 28 September 2005;

'commissioning' means the transmission of electricity through the overhead line and 'commissioned' shall be interpreted accordingly;

'construction period' means the period from the commencement of the development until the site compounds have been reinstated in accordance with the conditions of this consent';

'CPH' means the Construction Procedures Handbook;

'decommissioning' means the final termination of transmission of electricity through the overhead line and 'decommissioned' shall be interpreted accordingly;

'Development' means–

(a) with reference to conditions imposed in relation to the consent granted under section 37 of the Electricity Act 1989, all works to construct and install, and keep installed the overhead electricity transmission line described in Part 1 of Annex 1; and

(b) with reference to the conditions imposed in relation to the deemed planning permission granted by virtue of a direction under section 57(2) of the Town and Country Planning (Scotland) Act 1997 the works described in Parts 1 and 2 of Annex 1.

'Environmental Statement' means the Environmental Statement commissioned in connection with the Application to assess the environmental impact of the Development, which accompanied the Application;

'FC' means Falkirk Council;

'Historic Gardens and Designed Landscapes' means a garden or landscape identified in the 'Inventory of Gardens and Designed Landscapes in Scotland – List of Sites 2007' published by the Scottish Ministers in 2007 (ISBN 978 1 904966 449);

'independent environmental contractor' means the person appointed under condition 8.

'Inquiry Report' means the Reporters' report on the Public Inquiry into the Beauly – Denny 400kV overhead line application;

'kV' means kilovolt;

'Ofgem' means Office of the Gas and Electricity Markets;

'organic control body' means any body approved by the Advisory Committee on Organic Standards;

'organic standards' means those standards implemented under Council Regulation (EC) No 834/2007 of 28 June 2007 on organic production and labelling of organic products;

'organic status' means the status conferred by any approved organic control body;

'overhead transmission line' means the double circuit 400kV overhead transmission line on steel lattice towers from Beauly Substation to a new substation near Denny, via substations at Fasnakyle, Fort Augustus, Tummel Bridge and Braco to be constructed and installed under this consent and deemed planning permission;

'SC' means Stirling Council;

'SEPA' means the Scottish Environment Protection Agency;

'SNH' means Scottish Natural Heritage;

'SPA' means Special Protection Area; and

'SSSI' means Site of Special Scientific Interest.

(2) References to the ELG are references to the following bodies and an obligation to consult with or obtain approval of the ELG is an obligation to consult with or obtain approval of each of those bodies-

(a) the Planning Authorities for the areas in which the Development is situated;
(b) Scottish Natural Heritage;
(c) Scottish Environment Protection Agency;

(d) Historic Scotland; and
(e) the Forestry Commission.

(3) References to the TCHCLG are references to the following bodies and an obligation to consult with or obtain approval of the TCHCLG is an obligation to consult with or obtain approval of each of those bodies-

(a) the local authorities for the areas in which the Development is situated;
(b) Scottish Natural Heritage;
(c) Historic Scotland;
(d) the Forestry Commission;
(e) Visit Scotland;
(f) the National Trust for Scotland;
(g) Scottish Enterprise;
(h) Highlands and Islands Enterprise; and
(i) Skills Development Scotland.

(4) The Development (or, as the case may be, the installation of the overhead transmission line or other part of the works comprising the Development) shall be taken to commence at the earliest date on which any material operation comprised in the Development (or such part of the Development) begins to be carried out.

(5) Reference in a condition to a planning authority is a reference to the planning authority for the area to which the application of the condition relates.

(6) Reference in a condition to a roads authority is a reference to the local authority which is roads authority for the area to which the application of the condition relates.

(7) References to towers (eg TD114) are references to towers as identified in Annex 17 of the Second Addendum, and contained therein on the following Sheets of Drawing No. SP2066554:

(a) TD192/1 – TD205: SPT Sheet 1 of 3;
(b) TD206 – TD227: SPT Sheet 2 of 3; and
(c) TD228 – TD248: SPT Sheet 3 of 3.

COLIN IMRIE
Head of Energy Markets
A member of the staff of the Scottish Ministers
6 January 2010

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ANNEX 3

Summary of Objections

1. In line with Statutory Requirements, the project was advertised in the following newspapers: The Herald, The Scotsman, Press & Journal, Dundee Courier, Perthshire Advertiser, Inverness Courier, Strathspey & Badenoch Herald, Strathearn Herald and Stirling Observer. Copies of the Environmental Statement were made available for public inspection in 42 different locations along the length of the proposed line.

2. Prior to PLI, a total of 17,295 representations were received from members of the public regarding the Section 37 Application. 17,250 of these representations were from persons opposed to the development. The remaining 45 representations were from persons expressing support for the proposal. The various grounds for objection and postal districts of origin are summarised at Tables 1 and 2 below.

3. As of 27th November 2009, since the conclusion of the PLI, a further 3619 representations have been received from members of the public. 3613 of these were from persons opposed to the development, the remaining 3 were from persons expressing support. The various grounds for these objections and postal districts of origin are summarised at Tables 3 and 4 below.

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Table 1: Objections by topic

Nature of Objection	Number of Objectors	% of Total Objectors (17250)
Landscape and visual amenity	17124	99.32
Effect on tourism	16799	97.43
Proposed under grounding as an option	16556	96.02
Recreation area	16219	94.07
Need for PLI	16126	93.53
Effects on health	13941	80.85
Archaeology & cultural heritage	13617	78.98
Ecology	8691	50.41
Wildlife	8852	51.34
Local employment/business impact	8575	49.73
Cumulative effect	7863	45.60
Proposed undersea as an option	5093	29.54
Devalue property	3759	21.80
Other suitable sites	3314	19.22
Conflict with Cairngorms National Park Status	2312	13.41
Other	4784	27.73
Total Representation	**17295**	**% of Representation (17295)**
Total Objectors	**17250**	**99.74**
Total in Favour	**45**	**0.26**

Table 2: Objections by postal district

Postcode	Postal District	Number of Objectors	% of Total Objectors (17250)
No Postcode		4798	27.81
IV	Inverness	4228	24.51
FK	Falkirk	2972	17.23
Postcodes outwith Scotland		2085	12.09
PH	Perth	1119	6.49
EH	Edinburgh	522	3.03
G	Glasgow	423	2.45
AB	Aberdeen	389	2.25
KY	Kirkcaldy	200	1.16
PA	Paisley	130	0.75
DD	Dundee	119	0.69
ML	Motherwell	83	0.48
KW	Kirkwall	58	0.34
KA	Kilmarnock	49	0.28
DG	Dumfries	44	0.26
TD	Berwick upon Tweed	31	0.18
Total	**n/a**	**17250**	**100**

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Table 3: Post-PLI objections by topic, correct as of 27/11/09

Nature of Objection	Number of Objectors	% of Total Objectors
Landscape and visual amenity	3577	99.00
Effect on tourism	1925	53.28
Proposed under grounding as an option	3523	97.51
Recreation area	48	1.33
Effects on health	3472	96.10
Archaeology & cultural heritage	2460	68.09
Ecology	6	0.17
Wildlife	53	1.47
Local employment/business impact	18	0.50
Cumulative effect	2	0.06
Proposed undersea as an option	3515	97.29
Devalue property	47	1.30
Other suitable sites	70	1.94
Conflict with Cairngorms National Park Status	1068	29.56
Other	1447	40.05
Total Representation	**3616**	**Percentage of Representation**
Total Objectors	**3613**	**99.92**
Total in Favour	**3**	**0.08**

Table 4: Post-PLI objections by postal district, correct as of 27/11/09

Postcode	Postal District	Number Of Objectors	% of Total Objectors
No Postcode		922	25.52
IV	Inverness	94	2.60
FK	Falkirk	1808	50.04
Postcodes out-with Scotland		227	6.28
PH	Perth	135	3.74
EH	Edinburgh	83	2.30
G	Glasgow	163	4.51
AB	Aberdeen	28	0.77
KY	Kirkcaldy	64	1.77
PA	Paisley	17	0.47
DD	Dundee	12	0.33
ML	Motherwell	25	0.69
KW	Kirkwall	0	0
KA	Kilmarnock	27	0.75
DG	Dumfries	2	0.06
TD	Berwick upon Tweed	6	0.17
Total	**n/a**	**3613**	

ANNEX 4

Appropriate Assessment

1. The appropriate assessment of the potential impacts of the proposal on the Firth of Forth SPA is attached separately.

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COMPENDIUM OF ALL COMMITTED MITIGATION MEASURES

NB: This compendium of mitigation measures requires to be read in conjunction with the conditions agreed to by the applicants, as discussed at the conditions sessions for each of the strategy and local sessions of the public inquiry into the Beauly-Denny 400kV overhead transmission line

PART 1 – GENERAL MITIGATION MEASURES
(note: all general mitigation measures are taken from the Environmental Statement)

	Environmental Representative	
G1	There would be a project environmental representative(s) throughout the construction and decommissioning activities who would provide advice on environmental issues and monitor the successful delivery of environmental commitments set out in the CPH and substation reports.	
	Stage 2 Surveys	
G2	Detailed mitigation would be further informed by additional surveys post publication of the ES (Stage 2 surveys). The requirement for these is set out in relevant chapters of the ES.	
G3	All surveys identified in the ES for completion in Stage 2 would be completed prior to construction beginning on site.	
G4	All additional mitigation measures identified as required by the surveys would be included (together with those set out below) in the CPH.	
G5	The implications of any surveys would be discussed with relevant statutory consultees if there were a risk that the findings could affect the significance of the assessments in the ES.	
	Stage 3 Input	
G6	Technical specialist input would be provided on site during construction where identified as necessary in the ES or as part of the Stage 2 surveys.	
	Consultation	
G7	SHETL and SPT would ensure that key consultees are consulted as necessary during construction of the project and in advance of major maintenance activities.	
	Road Access and Construction Traffic	
G8	In consultation with SHETL and SPT, the contractor would be required to disseminate construction traffic movement information to the public, particularly in advance of the busiest phases of activity or in advance of movements of special loads such as substation transformers.	
G9	Site specific and general traffic management plans would be reviewed jointly with the relevant authorities including the local authorities, road maintenance authorities and the police.	
G10	The contractor would be required to co-ordinate the movements of construction traffic with other major commercial users of unclassified/minor roads (e.g. forestry and minerals operators, other businesses with significant HGV deliveries/fleets).	
G11	The contractor would be required to undertake daily inspections to ensure roads are clear of mud and other debris, together with dust suppression during periods of dry weather, at locations where access tracks meet the public roads.	
G12	The contractor would be required to install visibility mirrors at private accesses being used for construction access where safety issues are identified in relation to turning movements onto public roads.	
G13	The contractor would be required to implement induction procedures and regular up-dates for all drivers to establish and promote an overall culture of safety and awareness of other road users.	
	Road Construction Strategy	
G14	All required accesses would be defined in accordance with the project access	

	strategy (see Appendix D).	
G15	Access routes for each tower would be defined on a map, taking account of environmental constraints and opportunities. Landowners and statutory consultees would be invited to comment on any or all of the draft detailed proposals. The final detailed maps would be included in the CPH.	
G16	In Stage 3 the agreed access routes shown in the CPH would be marked out on site allowing any identified significant environmental features to be taken into account. Again consultees and landowners would be invited to site for inspection and to assist in the final laying out.	
	Foundation Installation	
G17	The design for the foundations for each tower would be confirmed following detailed soil investigation at each tower position. Specific mitigation measures would be defined and detailed in the CPH for any location where piling is required which could disturb people or wildlife.	
G18	The shape of the construction area at each tower would be varied to avoid identified environmental constraints wherever practicable.	
G19	The working area for tower sites would be securely fenced off prior to excavation to ensure the safety of the public or livestock and to prevent intrusion into environmentally sensitive areas where this was identified by SHETL or SPT as necessary.	
G20	All vehicles used for delivery of concrete would only be washed out at agreed locations (see H10-13).	
G21	Surplus material would be removed from site and disposed of in accordance with the site waste management plan.	
	Tower Assembly and Erection	
G22	Steelwork for each tower would be delivered directly to site where access permits. If no suitable access has been constructed then the steelwork would be delivered to a storage area located close by, in an area which has been identified as not environmentally sensitive. Specific details for each site would be identified in the CPH taking account of environmental constraints.	
	Conductor Stringing	
G23	Scaffolding would be erected over obstacles such as roads, railways, lower voltage lines before starting to string conductors.	
	Oil Storage and Refuelling	
G24	Fuel storage facilities would be provided within bunded areas set aside within the contractor's compounds in accordance with the oil storage regulation and SEPA PPG2.	
G25	Where fuels are taken to site, this would be restricted to the minimum amount required for the plant and equipment on site.	
G26	Drip trays would be used to contain leakages from stationary plant equipment on site including generators, winches, compressors etc.	
G27	All drip trays would be checked and emptied regularly.	
G28	All contract vehicles (excluding private cars) and plant would carry a suitable sized spill kit and operatives would be trained on their use. Training would be updated as required.	
	Helicopter Options	
G29	In advance of any use of helicopters for construction, risk assessments would be undertaken to identify constraints including: safety issues; possible annoyance to people; disturbance to sensitive wildlife and livestock; danger to motorists from distraction; presence of flight obstacles; proximity of prohibited and restricted danger areas; proximity of hazardous areas and proximity to occupied dwellings, congested and sensitive areas. All necessary mitigation measures would be identified in advance of use and implemented.	
G30	All affected landowners would be contacted in advance and notified of flying dates and times. General notices would be displayed and advertised in local newspapers.	
	Construction Compounds	
G31	The chosen contractor would identify suitable sites in proximity to the line. Final	

	sites would be agreed with SHETL or SPT taking account of environmental constraints and would be identified in the CPH together with any appropriate environmental mitigation.	
G32	Necessary permissions would be obtained for all construction compounds prior to their use.	
	Sources of Materials	
G33	Borrow pits would be sited in locations where major environmental constraints (for example important habitats and archaeological sites) would be avoided and would not be sited in locations where significant visual impacts could be mitigated.	
G34	Materials used for temporary access tracks would be replaced in the borrow pits where practicable and the pits restored.	
G35	In locations along the route where suitable materials are not available or where environmental constraints are such that it would not be possible to win materials close to the site, the contractor would be required to bring materials into the site from local quarries.	
	Working Hours	
G36 Superseded	*[Construction activities would in general be undertaken during daytime periods only (approximately 07.00 to 19.00 in summer and 07.30 to 17.00 in winter) from Monday to Friday and 07.00 to 17.00 in summer and 07.30 to 17.00 (or as daylight allows) in winter at weekends.]*	
G37 Superseded	*[Any variations to these hours would be agreed in advance with the relevant local authority Environmental Health Departments and an assessment made of compliance with all requirements of the Control of Pollution Act, 1974.]* Note: the working hour mitigation commitments have been superseded by the conditions agreed at strategy session (condition 5)	
	Environmental Management and Community Liaison	
G38	The chosen line contractor would be required to produce and implement an Environmental Management System (EMS), which meets the requirements of ISO 14001 for the construction period and which recognises and takes account of all the requirements of the CPH.	
G39	All site staff would be given appropriate environmental training before starting work on site.	
G40	Compliance with the requirements of the CPH and the EMS would be audited at regular intervals by the SHETL and SPT environmental representative(s) on site. Compliance would also form part of the contract between SHETL and SPT and the Contractor.	
G41	SHETL, SPT and the contractor would be required to maintain close liaison with local community representatives, landowners and statutory consultees throughout the construction period. This would include circulation of information about ongoing activities and in particular those which could have potential to cause disturbance. A telephone number would be made available during operational hours and persons with appropriate authority to respond to calls and resolve any problems that occur would be made available.	
G42	SHETL, SPT and the contractor would be required to liaise with the relevant local authority and community to identify major events in the area and to programme the construction works to ensure that these did not disrupt the local road network on those days (see TR4).	
G43	The contractor would be required to securely fence off all areas of the works where public, livestock or wildlife safety could be impaired and to ensure there is no unauthorised public access to parts of the site that could be dangerous.	
	Dismantling and Diversions	
G44	Detailed survey and design would be undertaken for each individual temporary crossing in Stage 2 and any required environmental mitigation measures detailed in the CPH.	
	Dismantling Conductors	

G45	Before starting to dismantle the conductors, protection measures (scaffolding and nets) would be erected over obstacles such as major roads and overhead distribution lines. Dismantling of the conductors would only take place when the protection measures have been put in place.	
G46	When Dismantling conductors over protected NATURA 2000 designated watercourses or other obstacles such as road, rail and river crossing where scaffold protection cannot be utilised, a Caternary Support System (CSS) would be used (a specialist system developed to protect the underlying ground or services whilst conductor works take place).	
	Dismantling Towers	
G47	Suitable methods for dismantling each tower would be defined in the CPH after taking account of the location of the tower, available space around the tower and near by obstacles and environmental constraints.	
	Waste Removal and Disposal	
G48	The contractor would be required to balance the earthworks or at least to reduce the amount of cut and fill to the minimum necessary for safe construction of the works.	
G49	All waste materials would be removed from site in accordance with relevant waste and environmental regulations. Wherever possible, waste would be minimised and materials would be reused and recycled.	
G50	All wastes would be identified, classified, quantified and where practicable, appropriately segregated.	
G51	All waste materials that could not be used on site would be disposed of at a suitably licensed facility off site.	
G52	When removing installed access tracks, the removed stone would be recycled, such as in the restoration of borrow pits, with only the underlying geotextile and geofabric being removed to a licensed waste facility.	
	Site Reinstatement	
G53	All work would be carried out taking due regard of the environment and specific mitigation measures identified in the CPH.	
G54	Any required remedial sub-soiling/cultivation works would be undertaken taking account of any environmental constraints (e.g. buried archaeology etc).	
G55	Where tracks that have been dug in are removed, the land would be gently graded back to fit with the surrounding topography and planted with appropriate native species. Culverts would be left in place where removal could cause more disturbance to wildlife than leaving them in and where it would reduce disturbance in the future if maintenance works were required; unless an environmental interest makes this undesirable.	
	Site Restoration	
G56	Best practice would be followed for restoration of all sites including that provided by SNH and the Forestry Commission (see Section 13.5 and Chapter 18).	
G57	Restoration plans would be detailed in the Construction Procedures Handbook for generic habitat types and specific plans made for individual sites where a requirement for specific measures are identified by the SHETL or SPT environmental representative.	
G58	Restoration plans would take account of any identified important habitat or species locations and archaeological sites.	
G59	All soils and peat that were removed would be stored carefully and replaced on site as soon as construction allows.	
G60	Restoration would seek to successfully integrate the site with surrounding landuses and habitats.	
G61	The ground would be graded to fit with natural contours.	
G62	Drainage would be made good.	
G63	Natural regeneration of habitats would be promoted.	
G64	Opportunities to deliver local biodiversity enhancements would be identified by the environmental representative with input from the team ecological advisor and implemented at suitable sites that would be identified in the Construction Procedures Handbook.	

G65	Any required replanting and /or reseeding would be undertaken at appropriate times of the year and with the agreement of landowners.	
G66	Restoration plans in areas used for public access would take account of access requirements and ensure that new planting does not interfere with access and also delivers visual benefits where possible.	
	PART 2 - SPECIFIC MITIGATION MEASURES BY TOPIC	
Geology & Soils	**Mitigation Details**	**Source**
GS1	With the exception of Denny North substation, the removal and off-site disposal of soils would be avoided where soils are considered to have a value with regard to habitat (e.g. peat) and agricultural productivity, and where soils are to be used for restoration purposes following construction.	Environmental Statement
GS1A	At Denny North substation excavated peat will be used for restoration works on or near the site. As much of the peat as possible will be reused on site. This may include placing it on lagoon/wetland areas created within the site, or ditches to be blocked. The peat may also be used in nearby forest areas which are being considered for restoration, subject to landowner agreement. (Note: mitigation measure GS1A is an additional mitigation measure which has been agreed upon following discussions with SNH in respect of the application for planning permission for Denny North substation.)	Discussions with SNH
GS2	Where woodland/forest is removed for the construction of the overhead transmission line and associated access tracks, suitable re-vegetation would be undertaken (in accordance with ecological constraints) to reduce the potential for erosion through the loss of the soil binding effect of surface cover.	Environmental Statement
GS3	Soils (and in particular high quality agricultural soils) would be stored following best practice.	Environmental Statement
GS4	Vehicle movements on untracked ground would be limited to reduce the impact of construction on surface cover loss and soil compaction and in particular in areas with softer drift deposits / soils (for example areas of peatland) and on steeper slopes (e.g. valley sides).	Environmental Statement
GS5	The contractor would be responsible for the planning of construction works to avoid access track construction during periods of highest rainfall as far as possible, especially in sensitive upland peat areas.	Environmental Statement
GS6 Superseded	[*Construction incursion into the two geological SSSIs identified in close proximity to the proposed route would be avoided. Control of working areas and marking out of the designated sites would be employed to avoid disturbance to these areas from construction plant and activities*.] Note: this measure has been superseded by the conditions agreed with SNH in relation to Kinlochlaggan boulder beds and Glen Garry SSSIs at the CNPA and Perth local sessions respectively	Environmental Statement
GS7	Earth cutting and tracks along steeper slopes would be avoided where possible to reduce the impact on slope stability. Where required, suitable engineering would be undertaken to ensure the stability of the slope is maintained, including in areas prone to peat slides.	Environmental Statement

GS7A	On the escarpment of the Ochil Hills (and anywhere else where there may be a landslip risk) to ensure that landslip risks are mitigated, the following would be carried out (a) a geomorphological desk study (b) a site investigation and (c) a design risk assessment. As a result of these steps the need for and nature of appropriate mitigation measures to minimise landslip risks would be identified. Where required, these might include measures such as drainage control, reduction of soil weight up-slope and/or increase in soil weight down-slope, and rock anchors. Such measures would be included in the CPH, where appropriate.	Duncan Russell Oral Evidence – Stirling Local Session
GS8	Prior to any construction in areas of former mineral workings, geotechnical investigations would be completed by the contractor to ensure that there is no risk presented by underground workings.	Environmental Statement
GS9	Prior to construction works, an assessment would be made by the contractor as to the potential for contamination based on site specific information regarding potentially contaminated sites.	Environmental Statement
GS10	Where such investigations identify potentially contaminated land, strategies for mitigation or remediation of the land would be developed and agreed with the regulatory authorities (SEPA and the local authorities) and implemented prior to construction in these locations.	Environmental Statement
GS11	Where previously unidentified contaminated land is encountered during construction, appropriate investigation and remedial measures would be developed and implemented by the contractor in accordance with relevant legislation and regulatory requirements to prevent pollution of environmental receptors and/or risk to human health.	Environmental Statement
GS12	To avoid a reduction in the lateral strength of peat masses, floating tracks would not be constructed with adjacent drainage ditches on either side. To permit passage of water from the uphill to downhill sides of the track, cross drain pipes would be built into the structure of the track at regular intervals. These pipes would not be buried below original ground level.	Bill Jack Access Tracks Rebuttal Precognition – Strategy Session
Hydrology	**Mitigation Details**	**Source**
H1	Tower foundations would be located and excavated wherever possible in the driest locations with well consolidated superficial geology, and wetland areas such as deep peat would be avoided. Wherever possible, towers should not be located within 30m of waterbodies or within 10m of other watercourses.	Environmental Statement
H2	Wherever possible, towers would be located outwith flood plains to reduce potential effects on flooding.	Environmental Statement
H3	Where excavations for tower foundations encounter localised groundwater, or become flooded due to surface water run-off or heavy rainfall, appropriate treatment of dewatering would be instigated.	Environmental Statement
H4	No dewatering discharge would be permitted directly adjacent to watercourses.	Environmental Statement
H5	In non-sensitive areas, dewatering discharge would drain across buffer areas of vegetation (eg grassland, heather) of at least 20 metres width, which would provide for natural attenuation and dispersal of the flow and removal of silt.	Environmental Statement
H6	Where no suitable vegetation is available for natural treatment of dewatering, the discharge would be passed through on-site settling tanks/lagoons prior to discharge by soakaway or to watercourse.	Environmental Statement
H7	The requirement for dewatering would be minimised in all locations by timely and efficient excavation of the foundation void and subsequent concrete pouring and backfilling.	Environmental Statement
H8	All procedures for dewatering would be agreed by the contractor with SEPA and SNH in sensitive locations such as Natura sites, prior to any discharges.	Environmental Statement

H9	The contractor would develop a method statement to address the transport, transfer, handling and pouring of liquid concrete at tower foundation sites.	Environmental Statement
H10	Where concrete transfers are required, measures would be adopted at the point of concrete transfer to prevent accidental spillage of liquid concrete and no transfers would be undertaken in proximity to watercourses or areas of standing water.	Environmental Statement
H11	There would be no wash-out of concrete carrying vehicles at tower foundation sites (except the concrete chute) with wash-out undertaken at the nearest compounds where suitably bunded/protected facilities would be provided. Chutes would be washed out to a suitable container, allowed to settle and disposed of to suitably licensed facilities.	Environmental Statement
H12	Excess concrete or wash-out liquid would not be discharged to drains or watercourses on site or at compounds. Drainage from washout facilities would be collected and treated or removed to an appropriate treatment point/licensed disposal site.	Environmental Statement
H13	Vehicles and plant working at tower foundations would be confined to the area required for safe working only to prevent compaction, rutting and habitat damage to adjacent areas of land. Working areas would be clearly marked out and temporary fencing used where risk assessments indicate a requirement. Similar procedures would be adopted to demarcate areas where plant access is required for conductor stringing and tensioning works.	Environmental Statement
H14	Where conductors are to be strung between towers across watercourses in Natura sites (eg those designated as SACs or watercourses within Special Studies Areas) then a specialist stringing operation known as Catenary Support System (CSS) would be adopted to avoid disturbance to the watercourse and riparian habitats which could be caused by standard scaffolding protection for stringing operations.	Environmental Statement
H15	Tower foundations (concrete/steel) would be removed down to a depth of 1m from the dismantled line in areas which are not ecologically or hydrologically sensitive. In areas such as Natura 2000 sites, SSSIs and areas of deep, waterlogged peat the bases would be left in-situ (cut off at 300mm below ground level) to prevent disturbance to habitats and groundwaters. Steel towers would not be felled onto watercourses or areas of standing water/wetland.	Environmental Statement
H16 Superseded	[*Removal of conductors from the existing overhead transmission line would be undertaken with minimum disturbance to watercourses. Where conductors need to be pulled across watercourses, this operation would be undertaken swiftly and with minimum disturbance to riparian habitats or stream beds (or in accordance with the CSS method identified above for the most sensitive locations*).]	Environmental Statement
	Note that the Strategy Session Planning Conditions supersede and replace mitigation measure H16 by providing that: 'Prior to construction of the proposed 400kV overhead transmission line and the dismantling of the existing 132kV overhead transmission line, method statements shall be submitted for the Written Approval of the Relevant Planning Authority in consultation with SEPA (approval not to be unreasonably withheld or delayed), demonstrating that no cables or conductors will be pulled through watercourses."	See Strategy Session Planning Conditions
H17	The contractor would follow best construction site practices at all times and during all stages of the project construction. These include: • SEPA's guideline principles known as Best Management Practices (BMPs); • SEPA's Pollution Prevention Guidelines (PPGs) which set out procedures for dealing with environmental management during construction. A number of PPGs are relevant, including: o PPG 1 General Guide to Pollution Prevention; o PPG 2 Above Ground Storage Tanks; o PPG 4 Disposal of Sewage Where No Mains Drainage is Available; o PPG 5 Works In, Near or Liable to Affect Watercourses; o PPG 6 Working at Construction and Demolition Sites. • Other relevant SEPA guidance (all available on SEPA's website (www.sepa.org.uk)) including: o Culverting, An Agenda for Action; o Managing River Habitats for Fisheries; o Habitat Enhancement Initiative; River Works on the Spey and its Tributaries.	Environmental Statement

H18	The contractor would assess the potential for works to affect private water supplies and extractions in the vicinity of the route and take precautionary measures to ensure that interruption or pollution of such supplies is prevented.	Environmental Statement
H19	Best practice procedures would be developed to control the risk of pollution to watercourses and habitats from fuelling operations, storage and from accidental spillage of oils, fuels and chemicals from site plant and vehicles. These would include use of adequate bunding and drip collection systems/impermeable surfaces, as well as regular maintenance of all plant to prevent engine oil and fuel leaks.	Environmental Statement
H20	In construction working areas where no mains drainage is available, provision would be made for site workers' facilities which would include self-contained portable toilets to prevent any sewage being discharged on site.	Environmental Statement
H21	All static fuel and oil storage containers would be bunded and mobile fuel tanks (including those for generators) would be double skinned.	Environmental Statement
H22	All borrow pits proposed for use as stone extraction locations would be assessed by the SHETL and SPT environmental representative(s) for hydrological effects. Borrow pits would be avoided in locations of high groundwater sensitivity or within 20m of watercourses wherever possible. Where pits are located in areas of some hydrological sensitivity and/or close to watercourses, appropriate mitigation measures would be installed prior to material extraction. These may include small temporary perimeter drains and silt traps or buffer areas to ensure treatment of any sediment laden run-off from the pit. Where groundwaters are encountered, and significant dewatering is required, temporary settlement lagoons may be required.	Environmental Statement
H23	Following construction, borrow pits would be appropriately reinstated (including revegetation) by the contractor to ensure that they do not present a permanent source of impact on hydrology or water quality.	Environmental Statement
H24	In areas where significant tree felling is to be undertaken, the use of buffer zones and drainage ditches would be employed during felling, particularly on sloping ground, in order to mitigate the effects of increased surface run-off and associated sedimentation. Relevant best practice guidance from the Forestry Commission (eg Forest and Water Guidelines) would be adhered to.	Environmental Statement
H25	During construction of access roads, tower foundations and substations, the contractor would put in place measures to prevent the run-off of sediment from areas of the works to watercourses. In areas close to watercourses and waterlogged ground and/or during periods of heavy rainfall, the contractor would assess the requirement for additional mitigation including the use of silt traps, lagoons and other measures such as temporary straw bales to prevent discharge of sediments to watercourses.	Environmental Statement
H26	No fording of waterbodies by vehicles and plant during construction would be permitted.	Environmental Statement
H27	Any field drains affected by construction works would be reinstated.	Environmental Statement
H28	Drainage measures to mitigate access track construction impacts would be identified in the CPH and based upon information provided in The Access Track Construction Methodology. These would include, where appropriate, cambers and cross-falls, water breaks and transverse drains, ditches, culverts and bridges, silt traps, soakaways and settlement lagoons.	Duncan Russell Precognition – Strategy Session Para 3.2.2
H29	Drainage measures to mitigate the use of borrow pits (in the event that these are required) would be identified in the CPH. The drainage measures would be similar to those identified in H28.	Duncan Russell Precognition – Strategy Session Para 3.2.10
H30	Drainage measures to mitigate the effects of tower base foundation construction would be identified within the CPH.	Duncan Russell Precognition – Strategy Session Para 3.2.15
H31	Appropriate tower stand-offs from individual watercourses would be detailed in the CPH, as would any further mitigation measures to be adopted at each tower location during construction.	Duncan Russell Precognition – Strategy Session Para 3.2.16
H32	A method statement describing concrete use, including the batching, transport and	Duncan Russell

	pouring of concrete, and any washing out of equipment, would be developed.	Precognition – Strategy Session Para 3.2.17
H33	Site specific measures to protect sensitive watercourses during tower felling would be identified in the CPH.	Duncan Russell Precognition – Strategy Session Para 3.2.21
H34	Site specific measures describing the use of fuel oils, chemicals and lubricants and generic mitigation measures for controlling these, would be identified in the CPH. These would include, where appropriate, the use of bunded mobile fuel bowsers, drip trays, dedicated refuelling areas, training, contingency plans, spill response kits and equipment checks.	Duncan Russell Precognition – Strategy Session Para 3.2.23
H35	The location and layout of individual laydown areas would be described in the CPH.	Duncan Russell Precognition – Strategy Session Para 3.2.25
H36	The location and layout of temporary storage areas for peat, soil and overburden materials would be identified on a site specific basis.	Duncan Russell Precognition – Strategy Session Para 3.2.26
H37	The location and layout of individual construction compounds and helicopter landing areas would be described in the CPH.	Duncan Russell Precognition – Strategy Session Para 3.2.27
H38	A Waste Management Plan describing the waste streams arising from the project and, where appropriate, their potential re-use on site, would be included in the CPH.	Duncan Russell Precognition – Strategy Session Para 3.2.29
H39	A Peat Management Plan would be included in the CPH. This would be based on the Drumochter Restoration Plan and the Access Track Construction Methodology (ref. APL-12/2/3/18).	Duncan Russell Precognition – Strategy Session Para 3.2.33
H40	Details of individual private water supplies and the site specific measures required to protect them would be included in the CPH. This would be site specific information required by the Contractor to protect individual private water supplies and would arise from execution of the Strategy Session Planning Condition on Private Water Supplies. The resulting information would be communicated to the Contractor via the CPH.	Duncan Russell Precognition – Strategy Session Para 3.3.2 & APL/STG-17
Archaeology & Cultural Heritage	**Mitigation Details**	**Source**
AR1	A project archaeologist would be appointed who would advise SHETL and SPT representatives on archaeological issues during the lifetime of the project.	Environmental Statement
AR2	Stage 2 survey would be undertaken of the detailed location of access tracks, ancillary works and tower sites, to check for any upstanding archaeological remains and where feasible ensure preservation *in-situ* through avoidance.	Environmental Statement
AR3	The location, extent and character of all known archaeological sites within the LOD would form part of the CPH. The importance of avoiding direct effects on these sites would form part of the site induction.	Environmental Statement
AR4	Archaeological sites within the LOD would be clearly demarcated, with appropriate buffer zones, to ensure no damage from construction activities. The method for demarcation would be stated within the CPH.	Environmental Statement
AR5	Targeted evaluation by trial trenching would be undertaken at specific tower	Environmental

	locations at Steuarthall (site 423), Cocksburn Reservoir (site 410), Appin of Dull (next to Tirinie Burial Mounds SAM 10843), Glengarry (site 183), Knollbuck (sites 128 & 129) and in the area defined by the project at Fort Augustus Substation (site 124) and Beauly Substation (sites 631 & 632). This is due to the very high potential for uncovering sub-surface remains (see table 26.4) or to evaluate known remains at the substations. Evaluation would locate potentially unknown remains prior to construction to allow micro-siting of towers at an early construction phase, therefore minimising delay to the construction timetable.	Statement
AR6	A survey of the upstanding remains of the former Hydro Electric compound at the proposed Tummel Substation would be undertaken.	Environmental Statement
AR7 Superseded	*An archaeological condition survey would be undertaken on General Wade's Military Road (SAMs 6128, 6129, 6140, 6141, 6142 & 6143) over the Corrieyairack. The condition survey would precede the minor upgrading of the surface of the SAM, forming the basis for allowing limited use by construction and maintenance traffic, to ensure preservation of archaeological deposits. Specific details of the proposed works in the Corrieyairack would be agreed at stage 2 on-site with Historic Scotland*. Note: this mitigation measure has been superseded by new mitigation measure AR15 below	Environmental Statement
AR8	Where appropriate local authority archaeologists and HS would be consulted regarding micro-siting of towers.	Environmental Statement
AR9	There would be archaeological monitoring of significant ground breaking works (including at tower bases, substations, peat stripping) in sensitive locations (table 26.4) and at Beauly, Fort Augustus and Denny North Substations to mitigate direct effects on unknown remains. Where preservation in-situ is not feasible, preservation through record would include post-excavation analysis, publication and archiving. Archaeological monitoring would be a controlled strip under supervision of an archaeologist. A 5% sample of other tower locations would be monitored as a control in areas of lower potential.	Environmental Statement
AR10	Where bifurcation is unavoidable linear features would be recorded to ensure preservation through record. Bifurcated linear features would be reinstated.	Environmental Statement
AR11	There would be a metal detector survey at the tower locations at Sheriff Muir Battlefield to ensure no information relating to the battlefield is lost.	Environmental Statement
AR12	In addition to the mitigation noted in AR9 a core would be taken for assessment of palaeo-environmental potential from peat deposits at Denny North substation and, if such potential is demonstrated as significant, palaeo-environmental evidence would be analysed and the results published.	Environmental Statement
AR13	As compensation for impact on the setting of Doghillock Dun (SAM), SPT have committed resources to manage the scrub and trees growing on the site to promote its positive management and enhance the site. The details of this would be subject to further discussion with HS.	Environmental Statement
AR14	Dismantling of the existing 132kV line would be preceded by survey in areas of archaeological sensitivity to ensure that no direct effects from site traffic occur and to establish whether towers have been located on archaeological sites	Environmental Statement
AR15	Access tracks serving Tower Nos FT6 to FT 39 would be routed to avoid use of the Scheduled section of General Wade's Military Road through the Corrieyairack Pass.	Addendum 2 to the Environmental Statement and Bill Jack Access Tracks

		Precognition – Inverness Local Session
Disruption due to Construction	**Mitigation Details**	**Source**
DC1	Traffic management controls would be introduced on local roads including one-way systems/diversions for HGVs to reduce the potential for conflicts with pedestrians, cyclists and equestrians and other traffic.	Environmental Statement
DC2	There would be controls on time periods when HGVs could pass through sensitive communities (e.g. to avoid conflicts during village school start/finish times; to avoid evening and Sunday disturbance etc.).	Environmental Statement
DC3	There would be controls on the size and weight limit of HGVs passing through particularly sensitive locations.	Environmental Statement
DC4	The road transfer of transformers to substation sites would be undertaken during off-peak periods to minimise disruption to other road users.	Environmental Statement
DC5	In sensitive areas[1], fenced temporary walkways would be installed to segregate pedestrians from road traffic, if practicable.	Environmental Statement
DC6	Access routes would be monitored by the contractor to ensure that damage to walkways, driveways, accesses, bridges, walls, verges and property does not occur. Where accidental damage occurs, the contractor would promptly make good any damage to public and private property and land.	Environmental Statement
DC7	SHETL or SPT and/or the contractor would undertake community liaison prior to developing access routes/traffic management systems to take into account local traffic needs and to minimise the deleterious effects of HGV traffic on communities and properties. Throughout the period of works, nominated representatives would meet with affected communities and a telephone contact number would be publicised and attended during working hours.	Environmental Statement
DC8	All measures would be developed within the framework provided by the Construction Procedures Handbook and the contractor's Environmental Management System (see Chapter 13). Mitigation presented in Chapter 12 on general traffic management arrangements would also be relevant.	Environmental Statement
DC9	The contractor would consult with the relevant roads authorities in all locations where road improvement works are required in order to agree detailed designs and obtain all necessary permits including Road Construction Consents (RCCs).	Environmental Statement
DC10	Where road improvement works involve unavoidable impacts to dry stane dykes, walls, hedges, verges, banks and drainage channels, these features would be either realigned as part of the design of the works or (such as in the case of dykes and walls which need to be temporarily removed) re-instated following the period of construction works.	Environmental Statement
DC11	Road improvement works would use materials sympathetic to the landscape or townscape character of the area in which they are proposed.	Environmental Statement
DC12	Works to culverts and bridges over watercourses would be agreed with the Scottish Environment Protection Agency (SEPA) and the contractor would be required to	Environmental Statement

[1] Sensitive areas include locations in communities where additional protection from HGV movements may be necessary e.g. fencing of footways.

	adhere to SEPA's Special Requirements. All relevant mitigation measures presented in Chapter 21: Hydrology for the protection of watercourses during construction activities (particularly those relating to access tracks) would apply.	
DC13	In all locations, works would be kept to the minimum area necessary to safely implement the design of the improvements, and disturbance to areas outwith the boundary of the new bellmouths and passing places by construction plant, vehicles and personnel would be avoided.	Environmental Statement
DC14	It would be likely that, subject to agreement with local authorities, passing places would generally not be re-instated following construction of the overhead transmission line. This is to avoid further disruption and leave a benefit to communities in terms of improved and safer minor roads. However, there would be exceptions to this in some locations to allow for reinstatement of the character of country lanes with stone walls and dykes close to road verges, and where individual property owners request it.	Environmental Statement
DC15	To minimise use of the U220 public road (which has been identified by The Highland Council as being fragile and generally unsuitable for construction traffic) for access to towers at the southern end of the Corrieyairack Pass, Sherramore Forest and Loch Crunachdan, use would be made of the existing forestry road linking the A86 at Achduchil with the U220 at Spey Dam. Tower Nos FT75 – FT79 inclusive would also be serviced by helicopter to restrict use of the U220 west of Spey Dam to excavators, tipper lorries for spoil and personnel transport.	Bill Jack Access Tracks Precognition – Cairngorm Local Session
DC16	Access to Tower TD116 would be taken via an access from the public road at Milton of Cultoquhey Farm in order to avoid tree felling and earthworks.	Bill Jack Access Track Precognition – Perth Local Session
DC17	No construction traffic would be permitted to pass through the villages of Laggan in The Highland Council area or Kinbuck in the Stirling Council area	Ian Ross Roads Precognitions and oral evidence – Newtonmore and Stirling Local Sessions respectively
DC18	In order to reduce the number of construction vehicles using the U220 road West of Spey Dam, helicopters would be used, wherever possible, to take access to towers FT75B to 79B (inclusive) for the purposes of construction.	Ian Ross Roads Precognition Newtonmore Session and oral evidence Newtonmore Session
DC19	Subject to all the necessary permissions, approvals and consents being obtained, and land owner agreement, a temporary car park would be provided in the area of Yellowcraig Wood, adjacent to and on the west verge of the unclassified public road between Sherriffmuir and Bridge of Allan, at approximate NGR 813982. This would be to provide an alternative parking area for recreational users of Dumyat and Yellowcraig Wood during the period over which the existing informal parking area at this location is affected by construction traffic. Subject to Stirling Council agreement on future maintenance, this proposed temporary parking area would be left in place after completion of construction of the overhead line. If the responsibility for future maintenance is not assumed by Stirling Council all temporary surfacing would be removed and the verge restored to its original condition.	Ian Ross Roads oral evidence - Stirling Local Session
Tourism & Recreation	**Mitigation Details**	**Source**
TR1	Towers would be micro-sited to minimise tourism or recreation effects in areas of particular sensitivity or views, by using the natural features in the landscape to minimise effect on tourist / visitors' views.	Environmental Statement
TR2	Construction of the overhead transmission line would be programmed wherever practicable to avoid particularly sensitive locations, tourist / visitor viewpoints, and	Environmental Statement

	corridors at peak visitor or tourist periods, and would act as mitigation of the effect of the proposals. Where possible construction would be programmed to avoid significant construction traffic on key routes in the proximity of festivals and events of note including: • The Corrieyairack Challenge - 1st weekend of July; • The Kinloch Rannoch Highland Games - 3rd Saturday of August; • The Kenmore Highland Games - 3rd weekend of July; • The Aberfeldy Country Market - 3rd Saturday of August and of September; • The Adventure Tri Series on Loch Tay - 1st Saturday of October; • The Crieff & Strathearn Drover's Tryst Walking Festival: 2nd week of October; • The Doune & Dunblane Show at Keir Mains, Dunblane on 1st Saturday of July; • The Doune & Dunblane Fling at Doune Castle on the last Sunday of May; • The Stirling Highland Games - 2nd Sunday of July.	
TR3	In addition, should access to construction areas be required from main tourist routes or from lay-bys (the latter for 'lay down' areas) every effort would be made to programme these to avoid peak tourist or visitor periods of June – July – August, particularly on key tourist routes where the line would cross the route.	Environmental Statement
TR4	The contractors would be required to ensure ongoing safe access to all key walking and cycling routes, etc, and provide an alternative if any route was closed temporarily due to construction activities. These key routes are set out in detail in Technical Annex 27.2.	Environmental Statement
TR5	Tourism & recreation initiative contributions might include where the removal of some of the existing assets may provide the opportunity to enhance tourism and recreation facilities in certain locations. Where these locations are identified, further discussions between SHETL / SPT and the relevant Stakeholders would take place to ensure any work would help promote tourism and recreation in the area.	Environmental Statement (as more particularly described in the relevant Local Session Conditions)
TR6	No permanent tracks, helipads, borrow pits or site compounds would be constructed in the vicinity of Sheriffmuir/Cocksburn/Dumyat to mitigate impact for recreational users of the paths and walks in this area.	Bill Jack Access Track Precognition & Oral Evidence – Stirling Local Session
TR7 Superseded	*[The Applicants would produce prior to consent an Access Management Plan for the project which details the risk assessments and mitigations associated with all interfaces between construction traffic and public access.]* (Note: this mitigation measure has been superseded and replaced by conditions agreed at the strategy session (condition 9).)	Bill Jack Access Track Precognitions – All Local Sessions
Landscape	**Mitigation Details**	**Source**
L1	Careful analysis would be undertaken of all tower positions in sensitive areas and where towers are likely to give rise to adverse landscape effects, including effects on designated areas and on the setting of archaeological sites. Tower heights and positions would be reviewed to ensure the optimum positioning is achieved with regard to landscape effects and to ensure backclothing where the landform permits this.	Environmental Statement
L2	Consideration would be given to achieving a balance between the numbers of towers to be used and the tower heights.	Environmental Statement
L3	The 'roundel' of trees that would be removed at Tullichuil would be replanted, subject to agreement with the landowner.	Environmental Statement
L4	Replanting of areas with native trees and shrubs indigenous to the local area would be undertaken, subject to the agreement of the landowner, on the edge of the A831 at Kilmorack, at the junction of the local road to Kiltarlity.	Environmental Statement
L5	Replanting of areas with native trees and shrubs indigenous to the local area would be undertaken, subject to the agreement of the landowner, in the area south of Leachd Mhor, if a wide area of forestry is cleared to accommodate the proposed	Environmental Statement

	line.	
L6	Replanting of areas with native trees and shrubs indigenous to the local area would be undertaken, subject to the agreement of the landowner, at the eastern end of the forestry clearance and on the western side of the A889 north of Dalwhinnie.	Environmental Statement
L7	Planting would be undertaken within the corridor of the existing 132kV line, after decommissioning and dismantling, subject to the agreement of the landowner, to improve the function of the existing shelterbelt as a visual screen and as protection against snow.	Environmental Statement
L8	Replanting of areas with native trees and shrubs indigenous to the local area would be undertaken, subject to the agreement of the landowner, to the west of the proposed line at Trinafour, to reduce the apparent extent of woodland clearance, if this is undertaken.	Environmental Statement
L9	Planting of native scrub and small broadleaved trees would be undertaken, subject to the agreement of the landowner, in the areas adjacent to Easter Turrerich and within the corridor of the existing 132kV overhead line.	Environmental Statement
L10	Native tree and shrub planting would be undertaken within the Dallick Plantation, subject to the agreement of the landowner, in order to reduce the overall loss of trees in this area and to enhance the local landscape.	Environmental Statement
L11	Replanting of areas with native trees and shrubs indigenous to the local area would be undertaken, subject to the agreement of the landowner, beneath the proposed line to the south of Templemill, on the edge of the local road.	Environmental Statement
L12	Planting of native scrub and small broadleaved trees would be undertaken, subject to the agreement of landowners, within the corridor of the existing 132kV overhead line to the north and south of the Wharry Burn and at Cocksburn Wood, to improve the landscape and integration of the existing woodland structure.	Environmental Statement
L13	Vegetation clearance in areas where works are proposed to new or existing substations, would be kept to the minimum necessary to enable construction to be undertaken.	Environmental Statement
L14	Planting of indigenous species of small native trees and shrubs would be undertaken in areas adjacent to substations where this would assist in their integration into the wider landscape.	Environmental Statement
L15	Temporary tracks would be designed to follow the grain of the landscape, wherever possible, for both the horizontal and vertical profiles and avoiding disturbance of natural features such as rivers and streams.	Environmental Statement
L16	Track widths would be kept to the minimum necessary for the operational use of the track.	Environmental Statement
L17	Reinstatement works to any disturbed areas on the edges of tracks would be undertaken to ensure that all tracks 'fit' well into the surrounding landscape.	Environmental Statement
L18	Restoration of the area would be undertaken once the temporary track is removed, to ensure the landscape is returned to its pre-works condition.	Environmental Statement
L19	Additional screen planting of native trees / shrubs at Easter Eskadale in order to reduce the potential for adverse visual effects of towers in views from the property (subject to the agreement of the landowner).	ES Addendum No 2 (para. 5.4.8 refers)
L20	Mitigation planting of appropriate tree and shrub species on the north-eastern edge of the property at Shanraw will be developed and implemented (subject to the agreement of the landowner) in order to reduce the potential for significant adverse effects of views of bird marking on the earth wire, from this property.	ES Addendum No 2 (para. 5.4.9 refers)
L21	A scheme to provide appropriate tree and shrub planting will be developed and implemented in order to screen Auchteraw substation from Whitebridge Cottage	Gill Beauchamp Precognition – Strategy Session (para. 8.4 refers)
L22	Additional roadside planting of appropriate native tree and scrub species would be undertaken in the Fanellan / Hughton area (subject to landowner and local roads authority agreement, if required) in order to assist in screening the proposed overhead line towers in this area and to enhance the local landscape character.	Gill Beauchamp Oral evidence to Inverness local session
L23	Additional planting of native trees and scrub would be undertaken (subject to landowner and local roads authority agreement, if required) on the west side of the minor road between Trinafour and Tummel, in order to enhance the local landscape character of this area	Gill Beauchamp Precognition - Perth local session
L24	Additional planting of native broadleaved forest-type trees would be undertaken	Gill Beauchamp

	(subject to landowner agreement and local roads authority agreement, if required) in the vicinity of Muthill cemetery in order to mitigate potential adverse effects on the landscape character in this area.	Oral evidence to Perth local session
L25	Mitigation planting of small roadside trees and scrub (subject to landowner and local roads authority agreement, if required) would be undertaken on the roadside to the A9 in the vicinity of the merging of the lines at Carbrook Mains in order to enhance the local landscape character.	Environmental Statement Addendum No 2 Annex 15 - 4.8, Document APL/INV-5 and Precognition - Stirling local session
L26	Additional planting (subject to landowner agreement) would be undertaken in the wayleave corridor at Tullichuil in order to enhance the local landscape character.	Document APL/INV-5 Para. 2.7.6
L27	Mitigation planting of extra-heavy specimen trees and hedgerow shrubs would be undertaken (subject to landowner and local roads authority agreement, if required) within the existing roadside avenue planting on the approach to Powis House from the A91, in order to enhance the existing landscape character of this area and as mitigation for the proposed overhead line crossing over this avenue.	Document APL/INV-5 Para. 2.9.30
L28	Mitigation measures (including the retention of significant mature broadleaved and coniferous trees, limiting the extent of any road widening, and undertaking engineering works in a sensitive manner) to reduce potential adverse effects associated with the upgrading of the access road to the Auchteraw substation would be developed and, subject to landowner and local roads authority agreement, if required, implemented. Retention of mature trees will reflect the policy of the Forestry Commission Scotland on the desirability or otherwise of the presence of mature non-native trees within forestry areas.	Document APL/INV-5 Paras. 9.6.3, 9.6.5
L29	Mitigation planting of small roadside trees and scrub would be undertaken (subject to landowner and local roads authority agreement, if required) on the roadside to the north of Tower TD207/1A adjacent to the A907 in order to enhance local landscape character and mitigate the effect of the tower.	Stirling Wayleave Hearings
Visual	**Mitigation Details**	**Source**
V1	Careful analysis would be undertaken of all tower positions in sensitive areas and where towers are likely to give rise to adverse visual effects, including views from settlements and properties, roads and rights of way, and recreation areas and public open space. Tower heights and positions would be reviewed to ensure the optimum positioning is achieved with regard to visual effects and to ensure backclothing where the landform permits this.	Environmental Statement
V2	Consideration would be given to achieving a balance between the numbers of towers to be used and the tower heights.	Environmental Statement
V3	Tower positions in sensitive areas would be reviewed on site in advance of construction to confirm the location of the towers, in particular with regard to views from nearby properties.	Environmental Statement
V4	Where towers would be positioned in close proximity to roads and rights of way, their locations would be reviewed in order to ensure that adverse effects are minimised, in these situations.	Environmental Statement
V5	Consideration would be given to the provision of screen planting (subject to the agreement of the relevant landowner, where required) close to the viewpoint receptor, in all areas where this is appropriate to the nature of the landscape	Gill Beauchamp Precognition - Strategy session
V6	A scheme to provide appropriate tree and shrub planting would be developed and implemented in order to screen Auchteraw substation from Whitebridge Cottage.	Gill Beauchamp Precognition - Strategy session
V7	Subject to the agreement of the landowner, proposals for additional scrub / shrub planting would be developed and implemented for the part of the garden area at Knocklea from which there would be views towards the proposed overhead line.	Gill Beauchamp Precognition - Inverness local session

V8	Additional roadside planting of appropriate native tree and scrub species would be undertaken in the Fanellan / Hughton area (subject to landowner and local roads authority agreement, if required) in order to assist in screening the proposed overhead line towers in this area and to enhance the local landscape character.	Gill Beauchamp Precognition for and oral evidence to Inverness local session
V9	Detailed mitigation measures would be developed and (subject to the landowner's agreement, where required) implemented in order to mitigate potential adverse effects on visual amenity in the Eskadale area. Such measures would comprise the provision of additional tree planting and the retention of important existing landscape features.	Gill Beauchamp Landscape and visual rebuttal precognition, Inverness local session
V10	The final position of FT80 would be micro-sited prior to construction in order to try and achieve 100% backdrop, for mitigation of adverse effects on visual amenity in views from Sherramore Lodge	Gill Beauchamp Precognition - Newtonmore local session
V11	In the vicinity of the proposed house at the Old Mill, Turrerich, the positions of towers would be reviewed and adjusted as appropriate in order to minimise potential adverse visual effects on this property and to retain existing mature broadleaved trees, for screening purposes in addition to maintaining the existing landscape character of the local area.	Gill Beauchamp Precognition - Perth local session
V12	Additional planting of native trees and scrub would be undertaken (subject to landowner and local roads authority agreement, if required) on the west side of the minor road between Trinafour and Tummel, in order to enhance the visual screening of tower in the views from the road in this area	Gill Beauchamp Precognition - Perth local session
V13	The final position of TD136 would be micro-sited prior to construction in order to minimise potential adverse visual effects in the Muthill cemetery area.	Gill Beauchamp Precognition - Perth local session
V14	Mitigation planting of appropriate tree and shrub species on the north-eastern edge of the property at Shanraw would be developed and implemented (subject to the agreement of the landowner) in order to reduce the potential for significant adverse effects of views of bird marking on the earth wire, from this property.	Gill Beauchamp Precognition - Stirling local session
V15	Subject to the agreement of the landowner and local roads authority, if required, a scheme of additional roadside tree planting would be developed and implemented on the eastern edge of the A91 in the area to the north of the junction with the A907	Gill Beauchamp Precognition - Stirling local session
V16	Subject to the agreement of the relevant landowner, a scheme of native tree and shrub planting would be developed and implemented at the Witches Craig caravan park, to the northern side of the western site boundary	Gill Beauchamp Precognition - Stirling local session
V17	Subject to the agreement of the relevant landowner, a scheme of native tree and shrub planting would be developed and implemented at the Logie Kirk on the northern boundary of the cemetery	Gill Beauchamp Precognition - Stirling local session
V18	The final position of Tower TD207/1A would be micro-sited prior to construction to a position between the existing and former A907 roads in order to minimise the potential visual effects from Manorneuk.	Stirling Wayleave Hearings
Forestry	**Mitigation Details**	**Source**
F1	All proposed works both within and outwith the corridor would be subject to full discussion with the landowner and consents sought where appropriate. All mitigation would follow best practice as defined by current Forestry Commission guidelines.	Environmental Statement
F2	Access to build the line would be defined as set out in the Access Strategy (see Appendix D). Existing tracks would be used wherever possible.	Environmental Statement
F3	Where a new track is required through woodland it would be sited to minimise future windthrow and in the position where it could be of long-term advantage to the management of the woodland to avoid unnecessary duplication of road construction.	Environmental Statement

F4	An assessment would be made of the risk of windthrow from any proposed felling and management measures defined for each section of woodland.	Environmental Statement
F5	Where management measures outwith the corridor would be beneficial to prevent windthrow this would be discussed with the landowner and, where agreed, implemented.	Environmental Statement
F6	In woodland areas where a high risk of early windthrow is identified, the new felling edge would be expanded beyond the overhead line corridor. Where this is the case, the felling boundary would make use of relatively windfirm edges such as natural openings in the woodland, or existing roads, rides and watercourses.	Environmental Statement
F7	Where no such edges exist within the near vicinity of the corridor of the overhead line, cutting would be restricted to the minimum practical width.	Environmental Statement
F8	Following best practice in vulnerable areas, where a windthrow hazard class of 4 – 6 is identified and crops are approaching the susceptible heights and where felling to windfirm edges is not possible, management measures would be undertaken including topping and re-spacing of younger crop to reduce the abrupt edge otherwise formed.	Environmental Statement
F9	Topping would be restricted to removing a maximum of half of the live crown of the tree so that some growth would continue and so disguise the felling line (this approach would therefore not be suitable for older stands with shallow canopies for reasons of effectiveness – here coppicing may be appropriate).	Environmental Statement
F10	In younger crops of windthrow hazard classes 4 – 6, which are about thicket stage, some re-spacing of the forest, up to 1 x tree height within the crop, would be considered in addition to topping to dissipate the wind and produce less wind turbulence over the crop. This would allow trees to develop a more wind-stable habit as they grow to maturity.	Environmental Statement
F11	Full advantage would be taken of slopes, hollows, gullies, internal access tracks and rides passing across the corridor of the overhead line to provide for the new edge of the corridor.	Environmental Statement
F12	All felling to create a windfirm edge would take account of the landscape and visual design opportunities, which could result from creating new sympathetic boundaries.	Environmental Statement
F13	Felling to create a windfirm edge outwith the clearance corridor would create an opportunity for the landowner to restock, consistent with best practice landscape design.	Environmental Statement
F14	An assessment would be made of the benefits of retaining trees affected by windthrow which are leaning against neighbouring trees but have not been thrown beyond about 15 – 20 degrees. The combination of two trees interlocked leads to an increase in stability by the reduction of freedom to swirl during high winds. Landscape issues and public safety considerations would be taken into account.	Environmental Statement
F15	The potential for windthrow to deliver ecological benefits by creating new habitats would be recognised, especially where felling outwith the corridor would not have significant landscape and visual benefits.	Environmental Statement
F16	In areas of native woodlands felling would be limited to the minimum necessary to construct and maintain the line, notwithstanding landscape and visual concerns.	Environmental Statement
F17	There would be a presumption against pre-emptive felling of individual larger hardwoods, even if essential felling for the line potentially exposes such trees to the wind.	Environmental Statement

F18	Best practice forest landscape design principles, as defined by the Forestry Commission (shape, scale, diversity, visual force, unity and 'spirit of the place') would be followed in creating and managing new boundary edges.	Environmental Statement
F19	Where possible the corridor would be designed to appear as though it passes through a series of irregular spaces. The aim would be for the forest to appear to meet across the open space at least in some places. This would reduce the lineal nature of the corridor.	Environmental Statement
F20	The edge of the corridor would be designed to create irregular spaces with irregular tree heights, avoiding severe vertical edges, particularly of conifers.	Environmental Statement
F21	Opportunities to introduce different species (conifers, broadleaves, evergreen, deciduous, varieties of size and shape) would be taken where appropriate to help to mitigate adverse visual effects.	Environmental Statement
F22	Opportunities to plant low-growing shrub species below the line and small trees such as rowan, gean, hazel, hawthorn and willow towards the edge of the overhead line corridor would be identified in Stage 2 surveys. The design and management of such planting would incorporate access routes required for maintenance, and comply with SHETL and SPT's safe working practices	Environmental Statement
F23	Soil disturbance and compaction would be minimised during construction and maintenance by the use of sensitive access tree harvesting and extraction methods in accordance with the Access Strategy.	Environmental Statement
F24	Local drainage systems would be maintained.	Environmental Statement
F25	Tree clearance operations would strictly adhere to the Forestry Commission publication "*Forest and Water Guidelines*" version 4.	Environmental Statement
F26	Where there are no windthrow or landscape and visual issues, tree felling would be minimised to that necessary to allow the safe construction and operation of the line.	Environmental Statement
F27	In specific areas, where practicable, topping, pollarding and coppicing would be undertaken rather than felling.	Environmental Statement
F28	In areas of ecological importance, where practicable, natural woodland regeneration would be encouraged. Where such regeneration is not successful, re-stocking with appropriate low growing species would be undertaken.	Environmental Statement
F29	A maintenance programme of on-going management would be implemented where this does not conflict with operational safety considerations.	Environmental Statement
F30	Vegetation in the line corridor would be managed by SHETL or SPT during the working life of the overhead transmission line to prevent safety clearances being compromised.	Environmental Statement
F31	New planting, restocking, and the management of natural regeneration would be undertaken in agreed designated areas, following negotiation with relevant landowners. A target area for such treatment would be commensurate with the identified losses within affected woodlands designated under SNH's Inventories of Ancient and Semi Natural Woodland Sites, categories 1a and 2a.	Environmental Statement
F32	Replacement planting of agricultural and sporting shelterbelts would be carried out in areas where loss of shelter has had a significant effect, subject to the agreement of the landowner.	Environmental Statement
F33	Additional areas have been identified where restocking of the existing corridor, or adjacent to the new corridor, would be undertaken for visual and shelter reasons, subject to landowner agreement.	Environmental Statement

F34	Details of the approach to defining management proposals (decision making process) are included in Technical Annex 18.4.	Environmental Statement
F35	Subject to landowners agreement, low growing trees and shrubs would be planted in order to create links for bats & squirrels between adjoining woodland areas in the sensitive woodlands, as identified in APL/10/4/89 (Balblair, Ruttle Wood, Glen Moriston (north of river), Glen Moriston to Auchteraw, West of A86 and River Pattack, Strathmassie/Feagour, Tummel, Bolfracks, Finalich, Coire Odhar, Cambushinnie, Feddal, Sheriffmuir & Yellowcraig) and any other relevant woodland areas identified during stage 2 surveys.	Norman O'Neill Para 9.5.1 Strategic Session Precognition
F36	Veteran trees within Ruttle Wood would be retained wherever possible.	Norman O'Neill Oral Evidence Inverness / Highland
F37	The impact on roadside trees would be minimised by the use of tree surgery techniques wherever possible.	Norman O'Neill Oral Evidence Perth
F38	Forest design plans would be prepared for each affected woodland including Ruttle Wood, Eskadale, Ben Alder, Auchlecks, Bolfracks, Greenscares, Feddal, Cambushinnie, Sheriffmuir, Yellowcraig and all Forestry Commission forests. These will be implemented wherever possible, subject to the agreement of affected landowners.	Norman O'Neill Para 6.5.3 Stirling Precognition and oral evidence at local sessions.
F39	A gabion basket retaining wall would be installed adjacent to the existing track through Yellowcraig Wood	Norman O'Neill Oral Evidence - Stirling Local Session
F40	Access to Tower TD202/1 would be taken by tracked vehicles only via an existing gully to avoid construction of a meandering access track down the Ochils Escarpment, and consequently to avoid large scale deforestation and increased visual impact.	Normal O'Neill Precognition – Stirling Local Session
Agriculture and Sporting Interests	**Mitigation Details**	**Source**
LU1	The permanent loss of land to agriculture would be reduced by micro-siting of towers, planning of access routes and careful development of access tracks in consultation with the land interest, and re-instatement of agricultural land post construction and dismantling.	Environmental Statement
LU2	Access for the land interests to their agricultural land would be provided at all times during the construction process and post construction.	Environmental Statement
LU3	Damage to the agricultural capability of soils would be avoided by the adoption of appropriate measures during construction and reinstatement.	Environmental Statement
LU4	Existing field drainage systems would be re-instated to ensure that land capability is maintained and flooding issues would not be worsened.	Environmental Statement
LU5	Financial compensation would be provided for the loss of any areas of land that would be lost to agriculture according to the SHETL and SPT wayleave agreement.	Environmental Statement
LU6	Notice of intention to commence construction, dismantling or ongoing maintenance work would be given to the owners and occupiers of all land along the proposed route before entry is made to such land. Consultation with the landowners and occupiers would allow agreement to a programme of works that minimises disturbance. Any work would be carried out in accordance with the agreed programme as far as is practically possible.	Environmental Statement
LU7	Preparation of a schedule of condition would be undertaken for agricultural land (including drainage), roads and paths likely to be affected. This would be made	Environmental Statement

	available to the owner or occupier and would ensure that land, roads and paths are restored to the reasonable satisfaction of the landowner or occupier.	
LU8	Agriculture and sporting roads and paths would be re-instated to a condition equivalent to that subsisting before the commencement of any works.	Environmental Statement
LU9	Agricultural and sporting land would be re-instated to a condition as near as is reasonably practicable to that subsisting before the commencement of the works. Topsoil where disturbed would be left in a loose friable condition and where agreed appropriate cover would be replaced.	Environmental Statement
LU10	Where ancillary apparatus and material is sited on agricultural land it would be done so with agreement of the land owner/occupier.	Environmental Statement
LU11	There would be provision of temporary fences, lights and guards in appropriate locations for the protection of the health and safety of the public and animals and to avoid trespass. Where appropriate, fencing of the working area to a standard adequate for the purpose of excluding any stock kept on adjoining land would be undertaken. All temporary fencing would be maintained in position during constructional work and thereafter unless otherwise agreed with the occupier.	Environmental Statement
LU12	Where boundary features such as fences, walls and hedges have to be removed to allow construction, dismantling or ongoing maintenance these would be reinstated with appropriate materials in each case.	Environmental Statement
LU13	Precautions relating to the exclusion of stock would be combined with due care and attention by SHETL, SPT or subcontract staff to prevent the straying of livestock.	Environmental Statement
LU14	Where access would require to be altered either temporarily or permanently as a result of construction, dismantling or ongoing maintenance, alternative access for stock and machinery would be provided where appropriate in consultation with the land owner/occupier	Environmental Statement
LU15	All reasonable precautions would be taken during construction, dismantling and ongoing maintenance to prevent as far as is possible, the spreading of soil borne pests and diseases, and animal and crop diseases. Precautions as recommended by the Scottish Executive Environment and Rural Affairs Department would be observed.	Environmental Statement
LU16	Within construction constraints, micro-siting of towers would be employed to minimise disruption to future agricultural and sporting activity.	Environmental Statement
LU17	Careful excavation, storage and replacement of topsoil and subsoil would be carried out to avoid damage to soils and soil structure and to protect the agricultural capability.	Environmental Statement
LU18	Particular care would be taken to ensure that the minimum amount of damage or disturbance to field drains is caused. Laying of new drains would be undertaken as required to keep the affected and adjoining land in good order. Repairing and reinstatement of field drains would be agreed with the land owner/occupier. Where appropriate the integrity of the drainage system would be secured in advance through the installation of header drains (cut off drains) to facilitate construction of the towers. All remaining remedial and new drainage works would be undertaken post construction.	Environmental Statement
LU19	Water supplies for livestock would be protected at all times and alternative supplies would be provided where access would be compromised by any works.	Environmental Statement
LU20	By programming of construction and dismantling in consultation with the land owner/occupier, disruption to agricultural livestock activity would be minimised as far as is practically possible including: • Avoidance of work in lambing parks during lambing time (March to May); • Avoidance of works in dedicated calving fields during calving time; and • Avoidance of work where muirburn planned (1st October to 15th April or 30th April over 450m).	Environmental Statement
LU21	By programming of construction and dismantling in consultation with the land owner/occupier, disruption to agricultural cropping activity would be minimised as far as is practically possible, with consideration to:	Environmental Statement

	• Timing of construction and dismantling works to avoid sowing operations; • Timing of construction and dismantling to avoid harvest operations.	
LU22	By programming of construction and dismantling in consultation with the land owner/occupier, disruption to shooting based sporting activity would be minimised as far as far as is practically possible, through: • Avoidance of construction and dismantling works in nesting areas during April to May (See Ecology Chapter). • Cognisance would be given to the following activities: - Grouse Aug 12th to Dec 12th - Blackgame Aug 20th to Dec 10th - Ptarmigan Aug 12th to Dec 10th - Common Snipe Aug 12th to Jan 31st - Partridge Sep 1st to Jan 31st - Woodcock Oct 1st to Jan 31st - Pheasant Oct 1st to Feb 1st	Environmental Statement
LU23	By programming of construction and dismantling in consultation with the land owner/ occupier, disruption to stalking based sporting activity would be minimised as far as is practically possible. Key dates are as follows: • Roe Bucks April 1st to Oct 20th • Red Stags July 1st to Oct 20th • Sika Stags July 1st to Oct 20th • Fallow Bucks Aug 1st to April 30th • Red Hinds Oct 21st to Feb 15th • Fallow Does Oct 21st to Feb 15th • Sika Hinds Oct 21st to Feb 15th • Roe Does Oct 21st to Mar 31st	Environmental Statement
LU24	By programming of construction and dismantling in consultation with the owner/ occupier, disruption to the following angling based sporting activities would be minimised as far as is practically possible. Key dates are as follows: • Brown Trout March 15th to Oct 6th • Salmon (Spey) Feb 11th to Sept 30th • Salmon (Beauly) Feb 11th to Oct 15th	Environmental Statement
LU25	Reasonable claims in respect of damage to agricultural land or sporting rights would be payable, as would professional charges (according to the Electricity Supply Industry scale fee for professional agent). Wayleave payment rates as set by agreement between the Electricity Companies, the NFU Scotland and the Scottish Rural Property and Business Association would also be payable.	Environmental Statement
LU26	Post and rail fencing with electric scare wire (battery or mains fed) around the base of tower TD244E (minimum 2 metre separation from tower structure) would be provided at Glenside Farm to prevent horses rubbing on the tower legs.	Graham Kerr Oral evidence, Stirling Local Session and as discussed at the Wayleave Hearing
LU27	Protection of the organic status of Glenside Farm would be ensured by liaising with the appropriate organic certification body and ensuring that the construction methodology employed for Tower TD244E, particularly with respect to soil stripping, handling and restoration, does not compromise the organic status of the holding.	Graham Kerr Oral evidence, Stirling Local Session and as discussed at the Wayleave Hearing
LU28	Construction works on Tower TD244E at Glenside Farm would be timed to avoid grass growing and hay making period from March to August.	Graham Kerr Oral evidence, Stirling Local Session and as discussed at the Wayleave Hearing
LU29	A traffic management plan would be prepared, in consultation with the landowner, for Knoxfauld farm detailing expected movements of agricultural and construction	Graham Kerr Oral Evidence,

	traffic movements, including guidance and protocols to ensure that disruption to agricultural operations is minimised. In particular, the traffic management plan would provide that all construction vehicle drivers are instructed: i) that priority must be given to agricultural operations, for example the movement of livestock or agricultural vehicle movements, ii) that all security measures must be adhered to, iii) that appropriate biosecurity measures must be adhered to, and iv) that any speed restrictions agreed with the landowner in proximity to handing pens must be adhered to. The traffic management plan would form part of the Construction Procedures Handbook.	Perth CPO 5 Hearing
LU30	Subject to the wishes of the landowner of Knoxfauld Farm, there would be replacement of the existing 'Calf Pen" northeast of Cambushinnie by provision of a new cattle handling pen to the south and west of the existing structure and adjacent to the upgraded access track.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
LU31	Subject to the wishes of the landowner of Knoxfauld Farm, there would be provision of a replacement watering point by means of an extension to the existing mains piped water on the farm in the vicinity of the replacement cattle handling pen to facilitate the watering of livestock at the pen and in the adjacent field.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
LU32	Subject to the wishes of the landowner of Knoxfauld Farm, there would be no fencing of the access track between the existing 'Calf Pen' and the northernmost extent of the proposed access track at the limit of the farm boundary.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
LU33	Subject to the wishes of the landowner of Knoxfauld Farm, there would be fencing of the access track on one side only between a point to the north of Cambushinnie Wood and a point to the west of the sheep handling pens at Altersie.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
LU34	Subject to the wishes of the landowner of Knoxfauld Farm, there would be retention/replacement of gates on the access track at the following locations: i) a point to the north of Cambushinnie Wood, ii) a point on the rise of the field at the existing field boundary to the south of the Muckle Burn, iii) a point immediately to the north of, and integral to, the Muckle Burn bridge crossing, iv) at the point of the existing 'Calf Pen', and v) at the northernmost point of the access track at the boundary between Knoxfauld farm and the adjoining landownership. All gates, with the exception of the gate at the point of the existing 'Calf Pen', would be standard agricultural gates. The gate at the 'Calf Pen' would be a minimum of 2 metres in height to ensure the separation of cows and calves at weaning.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
LU35	Subject to the wishes of the landowner of Knoxfauld Farm, there would be provision of cattle grids on the access track at the locations specified in mitigation measure LU34, including a gated arrangement across the access track and to the side of the access track to facilitate stock movements.	Graham Kerr Oral Evidence, Perth CPO 5 Hearing
Ecology	**Mitigation Details**	**Source**
	NB: This compendium of mitigation measures requires to be read in conjunction with the conditions agreed with SNH, at the Strategy session and subsequently, for each of the SACs and SPAs (i.e. European Sites) potentially affected by the proposal. Note also that the ecology mitigation measures are presented in relation to the separate phases of the project: Construction of the 400kV line (E1 – E56), Operational Phase (E57 – E66, Dismantling Phase (E67 – E100) and Offsetting Measures (E101 – 103). The additional commitments are E104 – E156.	
	Construction of the 400kV line	
E1	The framework outlined in the access strategy set out in Appendix D (of the ES) would be used to define the access protocol for constructing the proposed 400kV line. No permanent access tracks would be constructed within sensitive ecological areas defined as European Sites (SACs or SPAs) or other statutory designated nature conservation sites, Important Habitat Areas (IHAs), Important Bird Areas (IBAs) and Important Mammal Areas (IMAs), and all temporary tracks used for	Environmental Statement

	construction of the new line would be fully restored. Existing access tracks would be used wherever possible to transport equipment and materials to tower construction locations. New accesses would be routed where possible through land of low ecological sensitivity, defined as Low Local or Negligible Value in the ecological assessment.	
E2	No site compounds would be located within sensitive ecological areas defined as designated nature conservation sites (e.g. Natura Sites) IHAs, IBAs or IMAs.	Environmental Statement
E3	The location of proposed borrow pits would be assessed on a case-by-case basis. Borrow pits would not be located within sensitive ecological areas defined as European Sites (SACs or SPAs) or other statutory designated nature conservation sites, IBAs and IHAs and IMAs or other areas supporting critical habitats of protected species.	Environmental Statement
E4	Best management working practices would be implemented on site to minimise the risk of pollution incidents. Appropriate mitigation measures would be implemented during construction to reduce the risk of sediments being washed into watercourses. Machinery would only be re-fuelled in designated safe areas away from watercourses.	Environmental Statement
E5	A SHETL and SPT environmental representative(s) would attend site throughout the construction period who would be supported by appropriate ecological advisors as required. The representative would ensure that all environmental mitigation measures set out in this ES and in the Construction Procedures Handbook were delivered and that the contractor's own environmental management system was successfully implemented.	Environmental Statement
E6	The working corridor, site compounds and storage areas would be kept to the minimum necessary for safe implementation of the works and the site boundary clearly marked with appropriate methods in all areas identified in the Construction Procedures Handbook as necessary to protect ecological or other interests to prevent incursion outwith the corridor. All such areas would be fully restored at the end of construction.	Environmental Statement
E7	Exclusion zones within the work corridor would be clearly delineated on the ground to avoid construction staff straying into sensitive areas.	Environmental Statement
E8	All necessary licences would be obtained in advance of the start of works at any particular site; from the Scottish Government and/or SNH as appropriate.	Environmental Statement
E9	Restoration plans for all sites of ecological value would be included within the Construction Procedures Handbook.	Environmental Statement
E10	Micro-siting of towers and access tracks would be undertaken where possible during setting out to avoid significant and sensitive vegetation defined as habitats listed on Annex 1 of the Habitats Directive (as Priority and Non-Priority), UK BAP Priority Habitats and LBAP Habitats, and would be undertaken in stage 2 of the locating of towers. Detailed siting plans would be included in the Construction Procedures Handbook and in all sensitive locations. Further checks would be made on each site in Stage 3.	Environmental Statement
E11	All areas containing scheduled invasive plants (as defined in Schedule 9 to the Wildlife and Countryside Act 1981 [WAC]) would be avoided and where necessary their spread prevented by stand-offs and appropriate fencing or though the effective removal of the species. If work cannot be avoided in such areas appropriate mitigation measures to minimise the risk of spreading the invasive species would be set out in the Construction Procedures Handbook for that site.	Environmental Statement
E12	All areas containing plants of conservation interest (i.e. protected, nationally scarce or rare plants) would be avoided where possible. Where such plants are located close to areas where construction activities would be undertaken they would be protected by appropriate buffer zones and fencing. The location of fencing would be checked and agreed with the environmental representative of SHETL or SPT in stage 3 of implementation of the environmental mitigation strategy (see Appendix C of the ES).	Environmental Statement
E13	End-on construction techniques would be employed for track construction to minimise the width of the corridor of disturbance.	Environmental Statement
E14	Where no other route is possible, access over peat substrates (blanket bog) of >1m would be via a temporary "floating road" of geotextile and crushed rock. These habitats would be subject to full restoration.	Environmental Statement

E15	A breeding bird survey would be carried out, by suitably experienced ecologists/ornithologists at an appropriate time of year and using methods discussed with SNH to inform the micrositing of access tracks and towers. The detailed locations of access tracks and towers would be identified in the Construction Procedures Handbook.	Environmental Statement
E16	Sections of the overhead line within sensitive areas, assessed to be associated with a potentially high risk of bird collision either identified at the ES stage or during subsequent monitoring, would have earth wire marking with bird diverters. These areas are shown on Figure 22.6 of the ES and updated in Annex 6 of the ES Second Addendum. Note: Additional earth wire marking (to that which was indicated in the ES and ES Second Addendum) is proposed in relation to the Meall nan Eagan area (see E144), the existing dual 275kV lines that cross the Forth at Alloa (see E153), the Beauly to Denny 400kV replacement line at Mains of Powis (see E154) and also in relation to the Inner Moray Firth and Firth of Forth SPAs (as set out in the conditions agreed with SNH and explained in the oral evidence of Paul Bradshaw at the Inverness and Stirling local sessions)	Environmental Statement
E17 Superseded	*[A post construction project to monitor sample sections of diverter-marked and unmarked overhead transmission line would take place to assess the effectiveness of the bird diverters]* Note: this mitigation measure has been superseded by the strategy session conditions agreed with SNH.	Environmental Statement
E18	Along the proposed 400kV line, no construction (including bridge works and existing substation building alteration) would take place during the breeding bird season (April to July inclusive) apart from where it has been possible to discourage birds nesting (for example by pre-felling of woodland, use of fencing, ticker tape marking of areas, the use of posts, flapping tape and possibly netting) and/or where pre-construction surveys have indicated that no birds are nesting. Should any nesting birds be identified in the preconstruction surveys or after construction has begun the nest site would be fenced off. An appropriate buffer zone depending on the species concerned and determined by the SHETL or SPT environmental representative would be maintained until the birds have left the nest. (Note: See E19 below in relation to specially protected bird species listed on Schedule 1 to the WCA)	Environmental Statement
E19	Construction work carried out during the bird breeding season would also ensure that Schedule 1 and Annex 1 species (i.e. those with enhanced statutory protection) are appropriately considered. As a guide figure 500m would be used as the limit of likely disturbance and this would be implemented according to the specifics of the particular topography and site conditions encountered. Access track construction, tower erection and/or stringing would be assessed on this basis in areas where these bird species are breeding. Travel along access tracks during the breeding bird season would also be minimised (e.g. by stockpiling of materials outwith sensitive periods). The exact number of transits would be determined according to the particular sensitivities, topography, etc. found in specific locations. These limits of disturbance and transits would be determined by the SHETL environmental representative (with additional ecological expertise, as required), to ensure that no significant disturbance occurs to Schedule 1 and Annex 1 species. (Note that this a general, wider-countryside measure which requires to be read in the light of any more specific measures which apply. In particular, measures proposed to minimise the risk of disturbance specifically to SPA qualifying species during construction works will be carried out in accordance with the conditions agreed with SNH.)	Environmental Statement
E20	Where possible all access track construction and vegetation stripping for angle and line towers would be undertaken outwith the breeding bird season. (Note that this is a general, wider countryside measure and is to be read in the light	Environmental Statement

	of any more specific measures which apply. For example, there is a commitment to time all vegetation stripping and construction works outside of the bird breeding season in certain areas of high sensitivity (e.g. E129, in relation to Ruttle Wood)).	
E21	Where work is to be carried out during the breeding bird season the area would be checked for nesting birds by a suitably qualified and experienced ecologist prior to works commencing. Should any nesting birds be identified, the area around the nest site would be protected from disturbance with a suitable fence that would include an appropriate set-back buffer, as determined by the on site environmental representative, and work avoided in this area until the birds had left the nest. (Note that this is a general, wider countryside measure and is to be read in the light of any more specific measures which apply. For example, there is a commitment to time all vegetation stripping and construction works outside of the bird breeding season in certain areas of high sensitivity (e.g. E130, in relation to Ruttle Wood)).	Environmental Statement
E22	With the exception of Tayside Goose Roosts SPA (where an alternative approach will apply) if during the part of the construction period when potentially disturbing works are occurring (e.g. access track construction, transmission line tower erection or conductors strung, etc.) any fields within 500m of the line are identified with important numbers of feeding geese, (defined as >1,000 pink-footed and/or greylag geese) these areas would be avoided during times when geese were present. All potentially disturbing construction works within 500m of important roost sites would be avoided during the periods when the birds are present. (Note that this measure does not apply to the South Tayside Goose Roosts SPA study area in relation to which an alternative approach to reducing disturbance to geese during construction works will be adopted in accordance with the conditions agreed with SNH.)	the Environmental Statement
E23	All site staff would be briefed on procedures to be implemented if any nesting birds are found within the construction area. Work would stop in the area until specialist advice is sought and implemented.	Environmental Statement
E24	Stringing the line with helicopters would be completed where possible. This would consist of a helicopter working for a maximum of one day in one local area to achieve this. Such disturbance, although temporary, would be assessed on an area by area basis taking account of Schedule 1/Annex 1 species, should it be necessary within the breeding bird season of April to July inclusive and the wintering goose season of October to March inclusive. (Note that this is a general, wider countryside measure and is to be read in the light of any more specific measures which apply (see mitigation measures E84, E131 and E150). See also the measures proposed to specifically minimise the risk of disturbance from helicopters to SPA qualifying species as set out in the conditions agreed with SNH.)	Environmental Statement
E25	A pre-construction protected mammal survey on each part of the proposed route would be undertaken not later than 8-16 weeks before construction (in a particular area) (or alternatively at an appropriate time of year (e.g. water vole, badger, bats) to inform the micrositing of the locations of tower sites and access tracks and to ensure that information is as up to date as possible at the time of construction. The detailed access track and tower locations would be identified in the Construction Procedures Handbook (see section 4.7.3) and any particular mitigation measures for individual sites would also be detailed in the Handbook. The objective would be to avoid direct disturbance to and loss of all protected mammal resting up and shelter sites.	Environmental Statement
E26	All works (including access tracks) would be located where possible at least 30m beyond identified resting up sites for European Protected Species (e.g. otter, bats, wildcat) and for other species with National statutory protection (e.g. pine marten, badger, red squirrel, and water vole) (protected species).	Environmental Statement
E27	Where works are within 50m of a resting up/shelter site of a protected species, work would only be carried out after consultation with the appropriate body and with appropriate licences.	Environmental Statement

E28	Suitable mitigation measures for pine marten, water vole and red squirrel would be defined in consultation with SNH to ensure that there is no long-term loss of or damage to their habitat or long-term effects on the maintenance of their populations.	See section 22.7 of Chapter 22 of the Environmental Statement
E29	An emergency procedure would be in place for site workers to follow should protected species be encountered during the course of the works. All works would be stopped within 50m of the area. The SHETL or SPT environmental advisor would be informed and appropriate specialist advice obtained from the project ecological advisor and SNH and Scottish Government.	Environmental Statement
E30	Any built structures including bridges, buildings, and existing substation infrastructure, that are to be demolished or altered would be surveyed for bats prior to any works being undertaken. Surveys would be timed to take account of when roost sites were most likely to be occupied and may be required at several periods throughout the year (e.g. maternity, autumn/winter, hibernation roosts). Should evidence of bats be found the Scottish Government would be consulted and appropriate mitigation identified and licences sought. Specific mitigation measures would be developed to ensure that the works would not be detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range.	Environmental Statement
E31	Trees to be felled would be surveyed prior to felling for potential bat activity. Potential bat roost trees would be marked and subsequently checked by a tree surgeon under the supervision of a licensed bat worker prior to felling. Surveys would be timed to take account of when roost sites were most likely to be present and surveys may be required at several periods throughout the year (e.g. maternity, autumn/winter roosts). If any evidence of bats was identified, the Scottish Government would be consulted and appropriate mitigation measures identified (e.g. micrositing of works to avoid trees etc). All necessary licences would be obtained.	Environmental Statement
E32	Specific trees or areas of woodland identified as providing high potential for bat roosting (see target notes in Appendix 5 of the ES Confidential Annex and Figure 5) would wherever possible only be felled outside the hibernation and nursery seasons (when pregnant mothers or non-flying bats may occupy the roosts) i.e. between March to May and September to October. Felling between September and October would also avoid potential problems with any nesting birds. Best practice recommendations would be followed in relation to tree felling (e.g. checking for bats, cutting and lowering branches/limbs with bat roost potential).	Environmental Statement
E33	Any bats encountered during the course of the works would not be handled. They would be left in situ and SNH or a licensed bat worker contacted for immediate advice.	Environmental Statement
E34	Woodland with red squirrel interest would be surveyed prior to construction of the proposed 400kV line. If any trees were identified with red squirrel dreys every effort to avoid these would be made through micrositing of the works within the limits of deviation. Reasonable measures would be taken to identify any red squirrel dreys through pre-construction surveys. If a red squirrel drey is identified that would be affected by any proposed felling works a buffer of 30m would be retained around the drey until the drey is no longer active. If a red squirrel drey is identified during construction that was not recorded during the pre-construction surveys, the emergency procedure would be put in place as described in mitigation measure E29.	Environmental Statement - as updated by the ES Second Addendum CD-A07 (Annex 4)
E35	Trees would not be felled adjacent to watercourses or wetland areas within 30m of waterbodies[2] and 10m of watercourses[3] to avoid damage to water vole and otter habitat, where this does not jeopardize safe working practices on site.	Environmental Statement

[2] Waterbodies are defined as the main rivers in and their larger tributaries which have been classified by SEPA for Water Framework Directive implementation.

[3] Watercourses have been defined as waterbodies or other natural courses of permanently flowing water which have potential significance for their aquatic and/or riparian habitat or species they support. This does not include drainage ditches or channels which are man made. Watercourses have been classed in this assessment as those burns, which are identifiable on Ordnance Survey mapping at 1:50,000 scale.

E36	In order to avoid damage to riparian habitat of protected mammal species (e.g. otter, water vole), tower foundations would be located and excavated wherever possible in the driest locations with well consolidated superficial geology. Wetland areas such as deep peat would be avoided. Wherever possible, towers would not be located within 30m of waterbodies or within 10m of other watercourses.	Environmental Statement
E37	Bridges would be used to cross significant watercourses wherever possible and in particular in IMAs (see ES Chapter 21 Hydrology).	Environmental Statement
E38	Micro-siting of towers and access routes would take place on site by the SHETL or SPT environmental representative with the assistance where necessary of a suitably qualified and experienced ecologist, in order to avoid potentially sensitive areas e.g. rocky outcrops, burns, blanket bog.	Environmental Statement
E39	Permanent bridge structures would have suitable access for otter along at least one river bank that should be accessible at high water level.	Environmental Statement
E40	Areas of scrubby woodland e.g. willow (*Salix* spp) and birch (*Betula* spp) would be retained beneath the proposed 400kV line where this does not jeopardize safe working practices on site.	Environmental Statement - as updated by the ES Second Addendum CD-A07 (Annex 4)
E41	In planning and carrying out any work in or near a water body (defined as any land feature that holds water; e.g. loch, pond, river, burn etc.) precautions would be taken to ensure their complete protection against pollution, silting and erosion. All works would be undertaken in compliance with SEPA Pollution Prevention Guidelines: General Guide to the Prevention of Water Pollution (PPG 1), Above Ground Oil Storage Tanks (PPG2); Works in, near or liable to affect watercourses (PPG 5) and Maintenance of Structures Over Water (PPG23).	Environmental Statement
E42	All waterbodies likely to be affected by works would be identified in the detailed construction planning stage. Agreement would be sought with SEPA on pollution and siltation prevention measures, strategy and emergency procedures for all construction stages. This would involve the protection of waterbodies by planning all drainage including the run-off from construction sites, borrow pits, spoil heaps, access tracks and water crossing places.	Environmental Statement
E43	Drainage would not directly enter water bodies but be directed into vegetated drainage channels to attenuate flow and treat sediment loads and pollutants. These would be of shallow gradient to maximise attenuation and prevent scour and erosion. Where the use of vegetated channels is not possible, sediment traps would be used. These would be subject to a maintenance programme.	Environmental Statement
E44	Vehicles and plant would not ford waterbodies. Where sensitive routeing of access tracks can not implemented, bridges would be used in preference to culverts to avoid the crossing of a water body by vehicle and plant. The precise location of these bridges would determined in consultation with the project ecologist, and would be designed and installed in a manner as to minimise erosion. Where culverting has to be used, they would present no barrier to fish migration or lead to erosion.	Environmental Statement
E45	Access tracks would be constructed of material which would not create water pollution or affect the chemical or nutrient status of adjacent waterbodies. The material would be of sufficient coarse grain so as not to be washed off into waterbodies. Materials would be delivered, stored and handled so as to minimise dust emissions - for example, by dampening or covering.	Environmental Statement
E46	Mobile fuel and lubricant servicing units would be provided with appropriate quality delivery hoses with trigger-type nozzles. These vehicles, when not in use would be parked in a secure area within an impermeable bund. Vehicles and plant would not be refuelled near drains or waterbodies/watercourses. Oil powered pumps, generators etc. would be positioned an impervious drip trays surrounded by earth or sand bunds and located at least 30m from any waterbody and 10m from any watercourse.	Environmental Statement
E47	The transportation of fuel and oil across a particular working area site in drums or other containers would be avoided as far as practicable. Where this is unavoidable, extreme caution would be taken to avoid spillages or leaks. Adequate stocks of oil	Environmental Statement

	absorbent and containment materials would be retained on site. All relevant staff would be familiar with the use of these materials.	
E48	Oil would be stored at least 30m from any waterbody and 10m from any watercourse. Oil storage tanks would be located on an impermeable base and be surrounded by an impervious bund with no surface water outlet. The bund would be capable of retaining at least 110% of the volume of the tanks. Valves and couplings connected to oil storage tanks would be located within the bund and delivery hoses would be fitted with trigger-type handles suspended back within the bund after use. Valves and trigger filler handles would be kept padlocked when not in use. Reasonable measures (e.g. temporary security fencing) would be implemented to ensure the security of oil storage facilities from acts of wilful damage or vandalism.	Environmental Statement
E49	Temporary topsoil and subsoil heaps and stockpiles created after land stripping would be located at reasonable distances from drains or watercourses to prevent any collected materials from either falling or being integrated with run-off caused by rain into any waterbody. They shall be seeded or bound as soon as practicable after deposition to ensure quick stabilisation. Cut-off drains shall be provided to intercept run-off from the stockpiles.	Environmental Statement
E50	Only inert and non-toxic material would be used to backfill drainage trenches, infill areas of standing water and infill areas where contact with groundwater is probable.	Environmental Statement
E51	Dewatering of waterbodies would be avoided where practicable. Where dewatering is necessary, agreement would be sought with SEPA and SNH. Discharges would not be permitted directly into waterbodies but passed through buffer areas of vegetation.	Environmental Statement
E52	A policy of dust containment and arrestment would be implemented for materials with the potential to lead to wind-blown pollution. Bulk cement and other cementitious materials would not be stored or mixed at any site but would be delivered ready-mixed. Concrete transfers and washouts would only be undertaken in suitably bunded areas which would be sited well away from any drainage and waterbodies. Liquid concrete and wash-out liquids would be contained within these areas and removed to a licensed disposal site.	Environmental Statement
E53	Where significant tree felling is to be undertaken, best practice guidance to mitigate the effects of increased run-off and associated sedimentation would be sought from the Forestry Commission.	Environmental Statement
E54	Avoidance measures would be adopted for areas within 500m of any ponds known to support great crested newt (determined from post ES survey work of ponds identified as having potential for the species). Where works cannot be avoided in these areas, an exclusion programme, agreed in consultation with SNH and undertaken under licence from SEERAD, would be implemented. The species would be excluded from the area throughout the works. Therefore, compensatory measures would be agreed with SNH and SEERAD.	Environmental Statement
E55	Mitigation measures concerning reptiles would centre around protection of individuals in order to comply with relevant legislation and best practice procedures. All construction workers would be briefed upon the potential presence of reptiles. If a reptile is encountered during any construction activity, works within the immediate area would be ceased and the project ecologist sought. The project ecologist would then remove the reptile to an area of suitable habitat outwith the construction corridor. Once the project ecologist is satisfied that there are no more reptiles within the immediate working area works would recommence.	Environmental Statement
	Operational Phase	
E56	All workers would be briefed upon the potential presence of reptiles on access tracks and instructed to exercise due caution to prevent injury/mortality.	Environmental Statement
E57	Routine maintenance proposals within designated nature conservation sites would be subject to consultation with SNH.	Environmental Statement
E58	Routine maintenance would be undertaken with due regard to the protection of important and sensitive habitats and in compliance with SHETL or SPT	Environmental

	environmental handbook and best practice adopted that minimises environmental impact.	Statement
E59	Maintenance Plans would be produced to ensure habitat management within the working corridor, and in areas where there is commitment to future management in the ES, is undertaken in accordance with appropriate best practice.	Environmental Statement
E60	Significant maintenance activities which have the potential to cause disturbance to breeding birds would not be undertaken within the bird breeding season (April to July inclusive), apart from where this could compromise security of supply or safety and where breeding bird surveys can be undertaken prior to work commencing.	Environmental Statement
E61	Significant maintenance activities which have the potential to cause disturbance to wintering or roosting geese would not be undertaken between October to March (inclusive) within 500m of areas where nationally important numbers or greater of geese are present (defined as >1,000 birds for both pink-footed and greylag geese), apart from where this could compromise security of supply or safety	Environmental Statement
E62	All site staff would be briefed on procedures which would be implemented if any nesting birds are found within the maintenance or other work areas. Work would stop until specialist advice is sought and implemented. For example, if maintenance was required to a tower on which an osprey was nesting, this work would be carried out following liaison with SNH and under the guidance of an ecological advisor.	Environmental Statement
E63	Maintenance activities which have the potential to cause disturbance to protected mammal species would not be undertaken except in accordance with an appropriate licence and in consultation and agreement with the Scottish Government and/or SNH. All such works would be undertaken under the guidance of the environmental representative(s) of SHETL or SPT and further specialist ecological advice as appropriate, apart from where this could compromise security of supply or safety.	Environmental Statement
E64	Tree felling works would be undertaken in accordance with best practice guidance from the Forestry Commission to mitigate against the effects of increased run off and sedimentation.	Environmental Statement
E65	Workers would be briefed upon the potential presence of reptiles on access tracks and instructed to exercise due caution to prevent injury/mortality.	Environmental Statement
E66	Emergency maintenance would be carried out with due regard to the protection of designated nature conservation sites, and disturbance to protected species.	Environmental Statement
	Dismantling Phase	
E67	The framework outlined in the access strategy set out in Appendix D (of the ES) would be used to define the access protocol for dismantling the 132kV line. No access tracks (with only a few exceptions) would be constructed, and access for dismantling would use low ground pressure plant and temporary matting.	Environmental Statement
E68	Access would be routed where possible through land of low ecological sensitivity, defined as Low Local or Negligible Value in the ecological assessment.	Environmental Statement
E69	All work areas and tower bases would be restored to integrate with the surrounding vegetation. All tower bases/foundations to be retained, except for removal of 300mm below ground level for health and safety reasons, in areas of sensitive vegetation, including all habitats listed as Priority Habitats on Habitats Directive, areas within SACs, and habitats of Regional Value or greater value.	Environmental Statement
E70	All required temporary access tracks would be fully restored after dismantling of the line is completed. Temporary matting would be used wherever practical (see Appendix D of the ES).	Environmental Statement
E71	All areas containing scheduled invasive plants (as defined in the Wildlife and Countryside Act 1981) would be avoided and where necessary their spread prevented by stand-offs and appropriate fencing or though the effective removal of the species. If work cannot be avoided in such areas, appropriate mitigation measures to minimise the risk of spreading the invasive species would be set out in the Construction Procedures Handbook for that site.	Environmental Statement

E72	All areas containing plants of conservation significance (i.e. protected, nationally scarce or rare) would be avoided where possible. Where such plants are located close to areas where construction activities would be undertaken they would be protected by appropriate buffer zones and fencing. The location of fencing would be checked and agreed with the environmental representative(s) of SHETL or SPT in the third stage of implementation of the environmental mitigation strategy (see Appendix C of the ES).	Environmental Statement
E73	No trees would be felled within the SAC areas (River Moriston SAC, Ness Woods SAC, River Spey SAC and River Tay SAC) as part of the dismantling of the existing 132kV line unless safety would be compromised.	Environmental Statement
E74	Any trees which required felling would be checked for breeding birds, bat interest, etc. before felling took place.	Environmental Statement
E75	The working areas would be kept to a minimum necessary for safe dismantling of the existing 132kV line and the boundary clearly marked in all ecologically sensitive areas to prevent unintentional expansion of the corridor.	Environmental Statement
E76	The boundary of all working areas would be clearly marked to prevent incursion into adjacent habitats.	Environmental Statement
E77	Prior to dismantling of the 132kV line a breeding bird survey would be carried out, by suitably experienced ecologists/ornithologists at an appropriate time of year and using methods discussed with SNH to inform the working areas for dismantling.	Environmental Statement
E78	No dismantling of the existing 132kV line would take place during the breeding bird season apart from where it has been possible to discourage birds nesting (for example by pre-felling of woodland, use of fencing, ticker tape marking of areas, the use of posts, flapping tape and possibly netting) and/or in areas where pre-dismantling surveys have indicated that no birds are nesting. Should any nesting birds be identified in the pre-construction surveys or after construction has begun the nest site would be fenced off and an appropriate buffer zone identified by the SHETL or SPT environmental representative(s) and maintained until the birds have left the nest.	Environmental Statement
E79	During works to dismantle the existing 132kV line the SHETL or SPT environmental representative attending site in liaison with the ecological advisor would ensure that due regard is given to the statutory protection of all breeding birds under the WCA and take into account early nesting species e.g. raven and crossbill species.	Environmental Statement
E80	Dismantling work carried out during the bird breeding season would also ensure that Schedule 1 and Annex 1 species (i.e. those with enhanced statutory protection) are appropriately considered. As a guide figure 500m would be used as the limit of likely disturbance and this would be implemented according to the specifics of the particular topography and site conditions encountered. Access track construction, tower dismantling or de-stringing would be assessed on this basis in areas where these bird species are breeding. Travel along access tracks during the breeding bird season would also be minimised (e.g. by stockpiling of materials outwith sensitive periods). The exact number of transits would be determined according to the particular sensitivities, topography, etc. found in specific locations. These limits of disturbance and transits would be determined by the SHETL environmental representative (with additional ecological expertise, as required), to ensure that no significant disturbance occurs to Schedule 1 and Annex 1 species. (Note that this measure requires to be read in the light of more specific measures specified in the agreed SNH conditions designed to reduce the risk of disturbance to SPA qualifying species within or adjacent to SPAs as a result of dismantling works.)	Environmental Statement
E81	Where dismantling work is to be carried out during the breeding bird season the area would be checked for nesting birds by a suitably qualified and experienced ecologist prior to works commencing. Should any nesting birds be identified the area around the nest site would be protected from disturbance with a suitable fence that would include an appropriate set-back buffer, as determined by the on site environmental representative, and work avoided in this area until the birds had left the nest.	Environmental Statement

E82	If during dismantling activities, any fields within 500m of the line are identified with important (defined as nationally important numbers of >1,000 birds for both pink-footed and greylag geese) numbers of feeding geese, potentially disturbing works in these areas would be avoided in these areas during times when geese were present. All potentially disturbing construction works within 500m of important roost sites would be avoided during the periods when geese are present.	Environmental Statement
E83	All site staff would be briefed on procedures, which would be implemented if any nesting birds were found within the dismantling working area. Work would stop in the area until specialist advice is sought and implemented.	Environmental Statement
E84	Any dismantling work undertaken using helicopters would not be undertaken in IBAs identified as important for breeding birds during April to July inclusive and those identified as important for wintering birds in October to April inclusive, unless agreed in advance with SNH.	Environmental Statement
E85	Towers and other structures that have been used for nesting by protected species would have alternative provision provided such as a nesting platform, in a suitable nearby location in consultation with SNH.	Environmental Statement
E86	A pre-dismantling protected mammal survey would be undertaken on each part of the line not later than of 8-12 weeks before dismantling (in a particular area) or alternatively at an appropriate time of year (e.g. water vole, badger, bats) to inform to ensure that information is as current as possible at the time of dismantling. The design objective is to avoid direct disturbance to and loss of all protected mammal resting up and shelter sites.	Environmental Statement
E87	Appropriate mitigation measures would be discussed and agreed with SNH where any works are required within 50m of a resting up site for protected species. All necessary licences would be obtained (otter, bats, wildcat – Scottish Government; badger – SNH). Detailed mitigation measures would be set out in the Construction Procedures Handbook and their implementation overseen by the SHETL or SPT environmental representative. Although licences are not required for works which could disturb pine marten, red squirrel or water vole suitable mitigation measures would also be defined in agreement with SNH, to ensure that there is no long term loss of or damage to their habitat.	Environmental Statement
E88	In planning and carrying out any work in or near a water body (defined as any land feature that holds water; e.g. loch, pond, river, burn etc.) precautions would be taken to ensure their complete protection against pollution, silting and erosion. All works would be undertaken in compliance with SEPA Pollution Prevention Guidelines: General Guide to the Prevention of Water Pollution (PPG 1), Above Ground Oil Storage Tanks (PPG2); Works in, near or liable to affect watercourses (PPG 5) and Maintenance of Structures Over Water (PPG23).	Environmental Statement
E89	All waterbodies likely to be affected by works would be identified in the planning stage. Agreement would be sought with SEPA on pollution and siltation prevention measures, strategy and emergency procedures for all construction stages. This would involve the protection of waterbodies by planning all drainage including the run-off from construction sites, borrow pits, spoil heaps, access tracks and water crossing places.	Environmental Statement
E90	Drainage would not directly enter waterbodies but be directed into vegetated drainage channels to attenuate flow and treat sediment loads and pollutants. These would be of shallow gradient to maximise attenuation and prevent scour and erosion. Where the use of vegetated channels is not possible, sediment traps would be used. These would be subject to a maintenance programme.	Environmental Statement
E91	Vehicles and plant would not ford waterbodies. Where sensitive routeing of access can not be implemented to avoid the crossing of a waterbody by vehicles and plant, bridges would be used in preference to culverts. The precise location of these bridges would be determined in consultation with the project ecologist. They would be designed and installed in a manner as to minimise erosion. Where culverting has to be used, these would present no barrier to fish migration or lead to erosion.	Environmental Statement
E92	Access tracks (in limited areas proposed) would be constructed of material which would not create water pollution or affect the chemical or nutrient status of adjacent water bodies. The material would be of sufficient coarse grain so as not to be washed off into waterbodies. Materials would be delivered, stored and handled so as to minimise dust emissions - for example, by dampening or	Environmental Statement

	covering.	
E93	Mobile fuel and lubricant servicing units would be provided with appropriate quality delivery hoses with trigger-type delivery nozzles. These units, when not in use would be parked in a secure area within an impermeable bund. Vehicles and plant would not be refuelled near drains or waterbody. Oil powered pumps, generators and the like would be positioned an impervious drip trays surrounded by earth or sand bunds and located at least 30m from any waterbody and 10m from any watercourse. The transportation of fuel and oil across a particular working area site in drums or other containers would be avoided as far as practicable. Where this is unavoidable, extreme caution would be taken to avoid spillages or leaks. Adequate stocks of oil absorbent and containment materials would be retained on site. All relevant staff would be familiar with the use of these materials.	Environmental Statement
E94	Oil would be stored more than 30m from any waterbody and 10m from any watercourse. Oil storage tanks would be located on an impermeable base and be surrounded by an impervious bund with no surface water outlet. The bund would be capable of retaining at least 110% of the volume of the tanks. Valves and couplings connected to oil storage tanks would be located within the bund and delivery hoses would be fitted with trigger-type handles suspended back within the bund after use. Valves and trigger filler handles would be kept padlocked when not in use. Reasonable measures (e.g. temporary security fencing) would be implemented to ensure the security of oil storage facilities from acts of wilful damage or vandalism.	Environmental Statement
E95	Only inert and non-toxic material would be used to backfill drainage trenches, infill areas of standing water and infill areas where contact with groundwater is probable.	Environmental Statement
E96	Where significant tree felling is to be undertaken, best practice guidance to mitigate the effects of increased run-off and associated sedimentation would be sought from the Forestry Commission.	Environmental Statement
E97	Avoidance measures would be adopted for areas within 500m of any ponds known to support great crested newt (determined from post ES survey work of ponds identified as having potential for the species). Where works cannot be avoided in these areas, an exclusion programme, agreed in consultation with SNH and undertaken under licence from SEERAD, would be enacted. The species would be excluded from the area throughout the works. Therefore, compensatory measures would be agreed with SNH and SEERAD.	Environmental Statement
E98	All workers engaged in dismantling activities would be briefed upon the potential presence of reptiles. If a reptile is encountered during any dismantling activity, works within the immediate area would be ceased and the project ecologist sought. The project ecologist would then remove the reptile to an area of suitable habitat outwith the working corridor. Once the project ecologist is satisfied that there are no more reptiles within the immediate working area works would recommence.	Environmental Statement
E99	All workers would be briefed upon the potential presence of reptiles on access tracks and instructed to exercise due caution to prevent injury/mortality.	Environmental Statement
E100	A full assessment of the impacts of dismantling on the ecological resource of the proposed 400kV line would be undertaken prior to decommissioning the line. Mitigation measures are likely to include measures which are similar to those defined for dismantling of the existing 132kV line and a commitment to implementation of best practice environmental measures on site as appropriate for particular locations and time periods.	Environmental Statement
E101	SPT recognise the ecological and nature conservation significance of the loss of Torwood Mire Wildlife Site as a result of the construction of Denny North Substation. The Forth Valley supports an important remnant of lowland raised bogs. However, the majority of extant examples have been damaged by past management, and are in need of positive conservation management (e.g. ditch-filling, tree clearance, etc.).	Environmental Statement
E102	To compensate for the loss of Torwood Mire, SPT propose to support the management of an existing lowland raised bog in the Forth Valley. A possible site for consideration is Dunmore Moss Wildlife Site. The aim of this project would be to ensure the appropriate conservation management and restoration of a peatland	Environmental Statement

	site to help ensure its long-term favourable conservation status. (Note: the applicants remain committed to measure E102. However, since that measure was conceived, matters have moved on and the sites currently being given consideration include Loanfoot Moss and Barleyside Moss (both of which are in the Falkirk area) in preference to the Dunmore Moss Wildlife Site.)	
E103	Development of this project would be partnered with relevant nature conservation organisations such as Scottish Wildlife Trust, and include input from all major stakeholders including SNH and Falkirk Council. Both the project lifespan and the funding level are to be agreed in consultation with Falkirk Council.	Environmental Statement
	Additional Commitments	
E104	All potential borrow pit, storage and laydown locations would be assessed for their habitats and higher and lower plants, at an appropriate time of year, prior to final locations being agreed.	Precognition - Strategy session Dr Mackenzie's main precognition, paragraph 6.3.4.
E105	In the Ruttle Wood area, particularly given the need to minimise clearance corridors due to the bird interest, the number of veteran trees which require to be felled would be minimised. (Note: see also mitigation measures F35 and F36)	Precognition - Inverness local session Dr Mackenzie's Main Precognition 2.3.8
E106	In the Eskadale Wood area, due to the presence of an IHA, only a temporary access track would be installed with full restoration on completion.	Precognition - Inverness local session Dr Mackenzie's Main Precognition 4.3.2
E107	Along the whole route of the line pre-construction surveys would, where relevant, seek to identify all active blanket bog areas and these would be avoided where possible.	Precognition - Newtonmore local session Dr Mackenzie's Main Precognition 3.1.6
E108	Pre-construction higher and lower plant surveys would, be undertaken for micro-siting purposes in areas identified by the project ecologist(s) as having potential for lower plant interests or in proximity to areas where records of higher plant of interest have been collected .	Precognition - Newtonmore local session Dr Mackenzie's Main Precognition 3.1.6
E109 Superseded	*[Habitat restoration measures for the Drumochter Hills SAC will be implemented in accordance with the Drumochter Hills SAC Habitat Restoration Report.]* (Note: this mitigation measure has been superseded and replaced by the conditions agreed with SNH in relation to Drumochter Hills SAC at the Newtonmore local session of the inquiry)	Precognition - Newtonmore local session Dr Mackenzie's Main Precognition 3.3.1 APL/CNP – 19
E110	Preconstruction surveys would include specific surveys for fritillary butterflies in all suitable habitat within the Strathmashie area.	Rebuttal Precognition -

		Newtonmore local session Dr Mackenzie's Rebuttal Precognition 2.1.1
E111	Along the whole route of the line, in areas of deep peat the general methods for work in peatland habitats set out in Drumochter Hills SAC – Habitat Restoration Report (ES Addendum No.2, as updated by the Drumochter Hills SAC Habitat Restoration Report, APL/CNP – 19) would, where relevant, be adopted.	Rebuttal Precognition - Newtonmore local session Dr Mackenzie's Rebuttal Precognition 5.1.2 APL/CNP – 19
E112	Yellow meadow ant colonies would be avoided wherever possible by careful micro-siting of tracks and towers. Pre-construction ecological surveying for the purpose of micrositing would be undertaken at the appropriate time of year (i.e. June – August inclusive).	Precognition - Stirling local session Dr Mackenzie's Main Precognition 5.2.6
E113	Pre-construction surveys for bat roosts would include survey of any bridges or buildings (including existing substation infrastructure) that would be demolished or altered in any way by the development. Surveys would be timed to take account of when roost sites were most likely to be present and may be required at several periods throughout the year (e.g. maternity, autumn/winter, hibernation roosts).	Precognition - Strategy session Miss Osborn's Main Precognition 7.17
E114	Mitigation measures for red squirrels would include for habitat regeneration, and scrub planting where needed, in combination with a specific maintenance felling regime to minimise the loss of scrub, so far as is possible, in order to achieve safe operational clearance heights. To avoid competitively favouring grey squirrel (*Sciurus carolinensis*), consideration will be given to the planting of small seeded species (e.g. birch *Betula* spp.) rather than large seeded species (e.g. hazel *Corylus avellana*), in areas where grey squirrel are also present (e.g. south of Crieff area).	Precognition - Strategy session Miss Osborn's Main Precognition 7.29
E115	Along the whole route of the line, in areas with water vole populations all access tracks would be temporary and the management plan would include details of habitat restoration in these areas specifically for water vole.	Precognition - Inverness local session Miss Osborn's Main Precognition 4.8.1
E116	During the course of the protected mammal species pre-construction surveys, note would also be made of other animal species of significance, such as reptiles, and due consideration given to safeguarding them from the construction works.	Precognition - Inverness local session Miss Osborn's Main Precognition 4.11.2
E117	If for any reason there are limitations associated with the pre-construction mammal surveys (e.g. a full survey was not possible due to areas of dense gorse [*Ulex europaeus*]) these areas would be cleared by hand prior to works commencing under their direct supervision of the project ecologist(s).	Precognition - Inverness local session Miss Osborn's Main Precognition 5.2.21

E118 Superseded	*[For the freshwater SAC sites specific mitigation measures will apply within the relevant catchment areas. This additional mitigation relates to further work completed by the Applicants, which was requested by SNH and consists of lists of tower locations within 50 m of the River Tay SAC and the specific mitigation measures which would be applied to each tower construction.*] (Note: this additional mitigation measure has been superseded by the conditions agreed with SNH on the mitigation measures to be applied in relation to SAC sites.)	Precognition - Perth local session e.g. Dr Mackenzie's Main Precognition 4.2.16
E119	Construction of the 400kV line: As a guide, in areas within 500m of locations where wildcat has been recorded (and following the pre-construction protected mammal survey), any works likely to cause disturbance (e.g. site investigation works, felling of trees, vegetation clearance, earth moving, etc.) wherever possible would be undertaken outwith the sensitive main breeding season defined as April to August (inclusive). Each case would be considered on a site by site basis. If works are undertaken (at any time of year) within the 500m zone, a licence to disturb wildcat may be required from the Scottish Government, in consultation with SNH[4]. Pre-construction surveys would extend to a 1000m corridor in all areas where wildcat has been confirmed through survey work or where desk study records were received.	Environmental Statement Addendum No.1 (formerly mitigation measure EA1)
E120	Bat and red squirrel management plans, detailing all relevant mitigation measures, including for situations of disturbance and/or actual damage to places of shelter would be produced prior to any construction and allied activities commencing in affected areas and will be for the approval of the Scottish Government in consultation with SNH. The plan would include general route corridor management and management for specific bat and red squirrel sensitive areas (as detailed in Annexes 4 and 5 of ES Second Addendum)	CD – A07 (Annexes 4 and 5), APL/10/4/89, and Impacts to Bat Species - Written Submission for Strategy Session on behalf of SNH (23 January 2007)
E121	Construction of the 400kV line and Operational Phase: On all watercourses where freshwater pearl mussel have been confirmed (and where a cautious approach is applicable, i.e, for sites that were not capable of being surveyed due to water depth and/or velocity), no felling of riparian trees for construction purposes would be undertaken, except where this is essential for safe implementation of works. Any necessary tree works would be limited to lopping or topping of trees in order to retain lower branches to ensure continued shading of watercourses. No bridging or culverting for construction co-operated purposes would be undertaken, except where this is essential for safe implementation of works. No management of riparian trees would be undertaken except where this is essential for safe implementation of the works. Any necessary tree works would be limited to lopping or topping of trees in order retain lower branches to ensure continued shading of watercourses.	Environmental Statement Addendum No.1 (Note: measure E121 has been consolidated from former mitigation measures EA2 – EA5)
E122	Dismantling Phase – 132kV line: As a guide, in areas within 500m of locations where wildcat has been recorded (and following the pre-construction protected mammal survey), any works likely to cause disturbance (e.g. site investigation works, felling of trees, vegetation clearance, earth moving, etc.) wherever possible would be undertaken outwith the sensitive main breeding season (April to August inclusive). Each case would be considered on a site by site basis. If works are undertaken (at any time of year) within the 500m zone, a licence to disturb wildcat may be required from the Scottish Government, in consultation with SNH.	Environmental Statement Addendum No.1 (formerly mitigation measure EA6)
E123	Dismantling Phase – 132kV line: On all watercourses where freshwater pearl mussel have been confirmed (and where a cautious approach is applicable, i.e, for	Environmental Statement

[4] There are no current SNH guidelines in relation to distances that may cause disturbance to wildcat.

	sites that were not capable of being surveyed due to water depth and/or velocity), no felling of riparian trees would be undertaken for dismantling purposes, except where this is essential for safe implementation of works. Any necessary tree works would be limited to lopping or topping of trees in order to retain lower branches to ensure continued shading of watercourses.	Addendum No.1 (formerly mitigation measure EA7)
E124	Dismantling Phase – 132kV line: On all watercourses where freshwater pearl mussel have been confirmed (and where a cautious approach is applicable, i.e, for sites that could not be surveyed due to water depth and/or velocity), no bridging or culverting for construction purposes would be undertaken, except where this is essential for safe implementation of works.	Environmental Statement Addendum No.1 (formerly mitigation measure EA8)
E125 Superseded	*[The 400kV line would not be strung at the same time as the 132kV line from Beauly substation to tower 13, at the eastern end of Eskadale Wood, during the osprey breeding season (April – August inclusive).]* (Note: this mitigation measure has been superseded and replaced by the conditions relating to Inner Moray Firth SPA which have been agreed with SNH).	Annex 9 of Addendum No. 2 to the Environmental Statement.
E126	Ruttle Wood - no construction (including vegetation clearance and tree felling) would take place during the raptor breeding season (March to August inclusive) where it would result in potential disturbance to nest sites in the Ruttle Wood study area. Appropriate exclusion zones for any nest sites confirmed during pre-construction surveys would be established on a site-specific basis, and depend on local topography, existing woodland screening and levels of existing human activity (and would be agreed in consultation with SNH). As a guide figure, exclusion zones from nest sites would be 600m (nestling stage) – 1000m (nest building stage) for peregrine falcon, and 300m (nestling stage) – 600m (nest building stage) for red kite, and these would be maintained until the dependent young have left the breeding site.	APL/INV – 25
E127	Ruttle Wood - Nest site exclusion areas would also be considered for any access track construction, tower erection and/or stringing near areas where raptors are breeding. Travel along access tracks during the raptor breeding season (March to August inclusive) in the Ruttle Wood area would be avoided, if possible, or at least minimised (e.g. by stockpiling of materials outwith sensitive periods). The number of vehicle movements would be determined according to the particular sensitivities, topography, etc. found in specific locations. These limits of works and vehicle movements would be determined by the SHETL environmental representative (with additional ecological expertise, as required), to minimise the risk of disturbance to raptors.	APL/INV – 25
E128	Ruttle Wood - All access track construction and vegetation stripping for angle and line towers in the Ruttle Wood area would be undertaken outwith the raptor breeding bird season, defined as March to August (inclusive). The majority of the stringing of the line would be completed using helicopters. This would consist of a helicopter working for a maximum of one day in one local area to achieve this. Such activities, although temporary, would be assessed for their potential to disturb on an area by area basis taking account of raptors (as Schedule 1/Annex 1 species), should it be necessary within the breeding bird season of March to August inclusive. As a guide figure, exclusion zones from nest sites would be 1km, although this distance is a guide and would be finally determined by appropriate ecological advisors in consultation with SNH on a site by site basis (e.g. dependent on site topography, etc.)	APL/INV – 25
E129	Ruttle Wood - Routine maintenance proposals (which would consist of line inspections) within the Ruttle Wood study area would be subject to a maintenance plan that would be provided to SNH.	APL/INV – 25
E130	Ruttle Wood - Significant maintenance activities which have the potential to cause disturbance to breeding raptors would not be undertaken within the raptor breeding season (March to August inclusive), apart from where this could compromise security of supply or safety.	APL/INV – 25
E131	Ruttle Wood - All site staff would be briefed on procedures, which would be	APL/INV – 25

	implemented if any nesting raptors are found within the maintenance or other work areas. In those circumstances work would stop until specialist advice is sought and implemented. For example, if maintenance was required to a tower in close proximity (i.e. within 500m) to a tree-nesting red kite, this work would be carried out following liaison with SNH and under the guidance of an ecological advisor.	
E132	Ruttle Wood - Emergency works would be carried out with due regard to the protection of the conservation importance of breeding raptors within Ruttle Wood. An emergency works environmental action plan would be prepared to ensure minimal environmental impacts.	APL/INV – 25
E133	Ruttle Wood - The framework outlined in the access strategy set out in Appendix D of the ES would be used to define the access protocol for dismantling the 132kV overhead transmission line. No permanent access tracks would be constructed within any of the breeding raptor areas, and any temporary tracks used for dismantling of the new overhead transmission line would be fully restored. Existing access tracks would be used wherever possible to transport equipment and materials to tower construction locations.	APL/INV – 25
E134	Ruttle Wood - A SHETL environmental representative would attend site throughout the dismantling period. They would be supported by appropriate ecological advisors and surveyors as required. The representative would ensure that all environmental mitigation measures set out in APL/INV - 25, the ES (and Addenda), the Construction Procedures Handbook and any subsequent consent related commitments were fully delivered and that the contractor's own Environmental Management System was fully and successfully implemented.	APL/INV – 25
E135	Ruttle Wood - The working corridor, site compounds and storage areas would be kept to the minimum necessary for safe implementation of the works and the site boundary clearly marked with appropriate methods in all areas identified in the Construction Procedures Handbook, as necessary to protect ecological or other interests, to prevent incursion outwith the corridor. All such areas would be fully restored at the end of construction.	APL/INV – 25
E136	Ruttle Wood - Exclusion zones within the work corridor would be clearly delineated on the ground to avoid staff and machinery straying into sensitive areas.	APL/INV - 25
E137	Ruttle Wood - Restoration of the areas disturbed by construction would be restored taking account of guidance set out for relevant habitats in the Construction Procedures Handbook.	APL/INV - 25
E138	Ruttle Wood - All site staff would be briefed on procedures which would be implemented if any nesting raptors are found within the dismantling area. Work would stop in the area until specialist advice is sought and implemented.	APL/INV - 25
E139	Ruttle Wood - Along the existing 132kV transmission line, no dismantling would take place during the raptor breeding season (March to August inclusive) where it would result in disturbance to nest sites in the Ruttle Wood study area. Appropriate exclusion zones for any nest sites confirmed during pre-dismantling surveys would be established on a site-specific basis, and depend on local topography, existing woodland screening and levels of existing human activity (and to be agreed in consultation with SNH). As a guide figure, exclusion zones from nest sites would be 600m (nestling stage) – 1000m (nest building stage) for peregrine falcon, and 300m (nestling stage) – 600m (nest building stage) for red kite, and these would be maintained until the dependent young have left the breeding site.	APL/INV - 25
E140	Ruttle Wood - Dismantling work (including access track construction, tower dismantling or de-stringing) completed outwith any nest site exclusion areas would also consider potential disturbance to raptors. Travel along access tracks during the raptor breeding season (March to August inclusive) would be minimised (e.g. by stockpiling of materials outwith sensitive periods). The number of vehicle movements would be determined according to the particular sensitivities, topography, etc. found in specific locations. These limits of works and vehicle movements would be determined by the SHETL environmental representative (with additional ecological expertise, as required), to minimise the risk of disturbance to raptors.	APL/INV - 25
E141	Ruttle Wood - Should pre-construction survey identify that any existing tower is being used as a raptor nest site, alternative nesting provision would be provided such as a safe and adequately protected nesting platform, in a suitable nearby location to be agreed in consultation with SNH.	APL/INV - 25

E142	Ruttle Wood - A full assessment of the impacts on the ecological resource of dismantling the 400kV overhead transmission line would be undertaken prior to dismantling the line. Mitigation measures are likely to include measures which are similar to those defined for dismantling of the 132kV overhead transmission line and a commitment to the implementation of best practice environmental measures on site as appropriate for particular locations and time periods.	APL/INV - 25
E143	Further pre-construction monitoring of black grouse lekking activity would be undertaken within locations identified as being of 'high-local' or greater importance for black grouse (i.e. all IBAs identified, in part or solely, for black grouse interest). The monitoring methods (scope, intensity and extent of surveys) would be agreed in consultation with SNH. Depending on the findings of the further pre-construction monitoring, further mitigation such as additional line marking and/or black grouse habitat enhancement (e.g. in suitable areas away from the line either through management in co-operation with local land-owners or potentially assisting with funding of black grouse recovery projects in the wider area) may be proposed in consultation with SNH, landowners and other relevant parties.	Paul Bradshaw's main precognition for Cairngorms National Park session (ref: Para 6.2.18) and referred to in main precognition for Perth and Kinross Council session.
E144	Meall nan Eagan - A total of 4.2km of earth wire marking will be fitted as shown on Figure 2b of APL/CNP-11 in order to reduce raptor collision risk. The proposed earth wire marking encompasses the main area of open moorland and adjacent plantation woodland.	APL/CNP – 11
E145	Meall nan Eagan - No construction (including access track related works) would take place during the raptor breeding season (March to August inclusive) where it would result in disturbance to any active Schedule 1 nest sites in the Meall nan Eagan study area. Appropriate exclusion zones for any nest sites confirmed during pre-construction surveys would be established on a site-specific basis, and depend on local topography, existing woodland screening and levels of existing human activity (and would be agreed in consultation with SNH). As a guide figure, exclusion zones from nest sites would be 600m (nestling stage) – 1000m (nest building stage) for peregrine falcon, and 300m (nestling stage) – 400m (nest building stage) for merlin, and these would be maintained until the dependent young have left the breeding site. (Indicative exclusion zones from golden eagle nest sites would be 700m (nestling stage) – 1500m (nest building stage), should they breed within the study area in the future).	APL/CNP – 11
E146	Meall nan Eagan - Access track construction, tower erection and/or stringing outwith any nest site exclusion areas would be considered in areas where raptors are breeding. Travel along access tracks during the raptor breeding season (March to August inclusive) in the Meall nan Eagan study area would be minimised (e.g. by stockpiling of materials outwith sensitive periods). The number of vehicle movements would be determined according to the particular sensitivities, topography, etc. found in specific locations. These limits of works and vehicle movements would be determined by the SHETL environmental representative (with additional ecological expertise, as required), to minimise the risk of disturbance to raptors.	APL/CNP – 11
E147	Meall nan Eagan - Where possible all access track construction and vegetation stripping for angle and line towers in the Meall nan Eagan study area would be undertaken outwith the raptor breeding season, defined as March to August (inclusive). The majority of the stringing of bonds for line stringing would be completed using helicopters. This would consist of a helicopter working for a maximum of one day in one local area to achieve this. Such activities, although temporary, would be assessed for their potential to disturb on an area by area basis taking account of raptors (as Schedule 1/Annex 1 species), should it be necessary within the raptor breeding season of March to August inclusive. As a guide figure, exclusion zones from nest sites would be 1km, although this distance is a guide and would be finally determined by appropriate ecological advisors in consultation with SNH on a site by site basis (e.g. dependent on site topography, species etc.)	APL/CNP – 11
E148	Meall nan Eagan - Routine maintenance proposals (which would consist of line inspections) within the Meall nan Eagan study area would be subject to a maintenance plan that would be provided to SNH.	APL/CNP – 11

E149	Meall nan Eagan - Significant, scheduled maintenance activities which have the potential to cause disturbance to breeding raptors would not be undertaken within the bird breeding season (March to August inclusive).	APL/CNP – 11
E150	Meall nan Eagan - All site staff would be briefed on procedures, which would be implemented if any nesting raptors are found within the maintenance or other work areas. In those circumstances work would stop until specialist advice is sought and implemented. For example, if maintenance was required to a tower in close proximity (i.e. within 500m) to a breeding raptor, this work would be carried out following liaison with SNH and under the guidance of an ecological advisor.	APL/CNP – 11
E151	Meall nan Eagan - Emergency works would be carried out with due regard to the protection of the conservation importance of raptors within the Meall nan Eagan study area where possible without compromising security of supply and safety. An emergency works environmental action plan would be prepared to ensure minimal environmental impacts.	APL/CNP – 11
E152	Meall nan Eagan - A full assessment of the impacts on all ecological receptors of dismantling the 400kV overhead transmission line would be undertaken prior to dismantling the line. Mitigation measures are likely to include measures which are similar to those defined for construction of the overhead transmission line and a commitment to the implementation of best practice environmental measures on site as appropriate for particular locations and time periods.	APL/CNP – 11
E153	Earth wire markers (e.g. Swan Flight Diverters, type and spacing to be agreed in consultation with SNH) would be fitted on the existing dual 275kV lines that cross the Forth at Alloa. Diverters would be fitted to the earth wires along a c. 2km long section of the dual lines. The section of the northernmost line (the ZCN Route) to be fitted with diverters runs from tower ZCN031 on the east bank of the river to tower ZCN038 at the A905. The section of the southernmost of the dual lines to be fitted with diverters is called ZCS route and runs from tower ZCS031 on the east bank to ZCS038 at the A905. The diverters would be fitted during the construction programme for the Beauly to Denny project.	Paul Bradshaw's main precognition for the Stirling and Falkirk Council Session (para. 5.2.3) and Firth of Forth Special Study update report (ref: Beauly to Denny 400kV Overhead Transmission Line - Further Information and Assessment Regarding Bird Collision Risk for the Firth of Forth SPA Special Study Area (Update to Annex 12 of the Beauly to Denny 400kV Overhead Transmission Line Environmental Statement Second Addendum) January 2008).
E154	An additional c. 420m section of earth marking (e.g. Swan Flight Diverters, type and spacing to be agreed in consultation with SNH), will be fitted on the Beauly to Denny 400kV line at Mains of Powis, from tower number 207/1 to c. 80m north of tower 207) on the north side of the River Forth. Note: Additional mitigation measure E154 has been amended very slightly from the proposal set out in the "source" column to provide for an additional c.420m section of earth marking rather than c.500m. This is to take account of the evidence which Mrs Beauhamp gave about mitigating the effects at the driveway	Paul Bradshaw's main precognition for the Stirling and Falkirk Council Session (para. 5.2.3) and Firth of Forth Special Study update

	into Powis House (see mitigation measure L27 above).	report (ref: Beauly to Denny 400kV Overhead Transmission Line - Further Information and Assessment Regarding Bird Collision Risk for the Firth of Forth SPA Special Study Area (Update to Annex 12 of the Beauly to Denny 400kV Overhead Transmission Line Environmental Statement Second Addendum) January 2008).
E155	In the event that decommissioning of the existing 132kV line in the area between Steuarthall to the south of Plean takes place during the period when wintering grey geese are present in the area (i.e. mid-September to April inclusive), works would be restricted to de-stringing of the existing 132kV line only in order to reduce the risk of disturbance to geese.	See Firth of Forth Special Study update report (ref: Beauly to Denny 400kV Overhead Transmission Line - Further Information and Assessment Regarding Bird Collision Risk for the Firth of Forth SPA Special Study Area (Update to Annex 12 of the Beauly to Denny 400kV Overhead Transmission Line Environmental Statement Second Addendum) January 2008).
E156	The need for further additional earth wire marking would be considered by the Applicants, in advance of the construction of the line, if pre-construction monitoring surveys or other information (e.g. records of new breeding location for a species of conservation concern, and relatively high risk of collision, in proximity to the proposed route) indicates the need.	Paul Bradshaw's main precognition for the Stirling and Falkirk Council Session (para. 4.4.9)